

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. V. No. 9.

CHICAGO, ILL., NOVEMBER 10, 1900.

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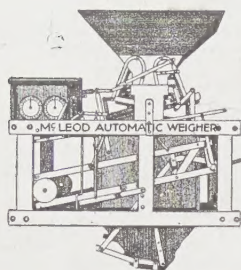
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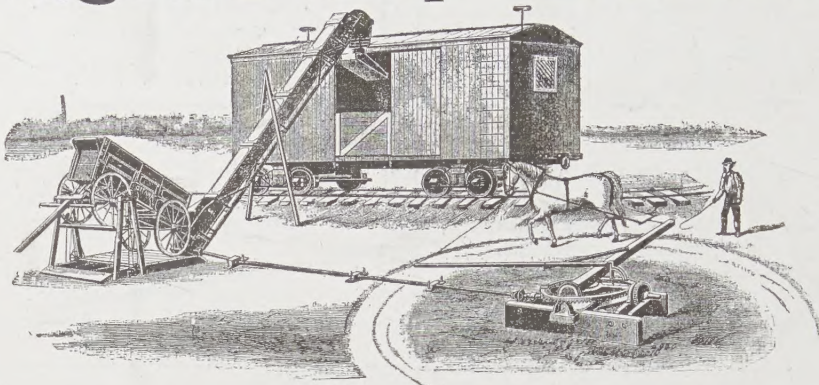
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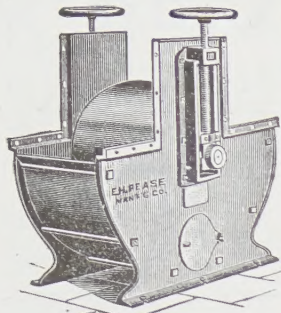
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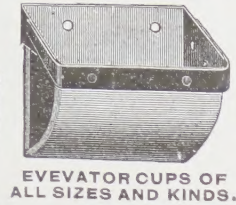
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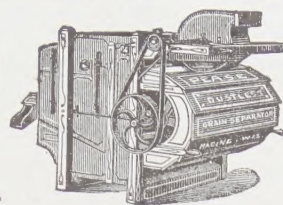
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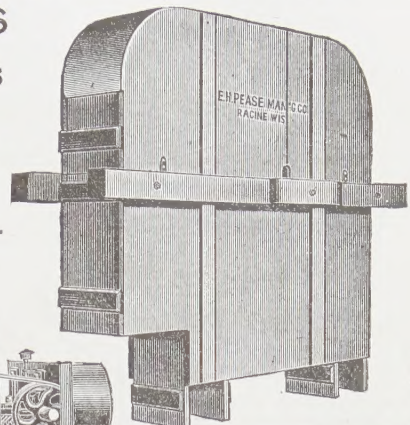
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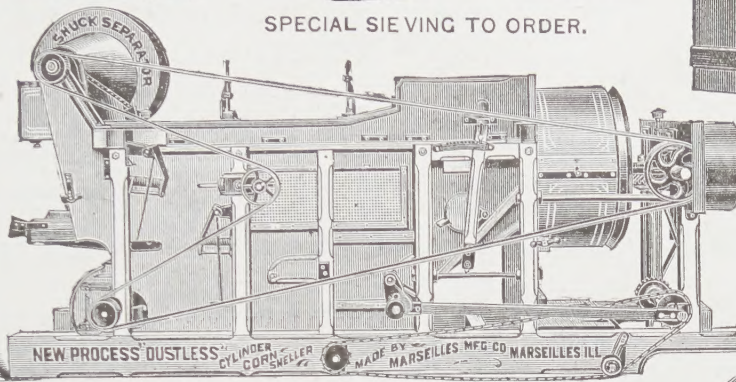
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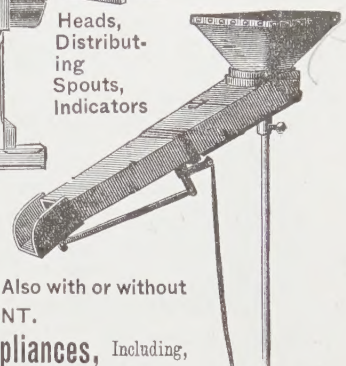
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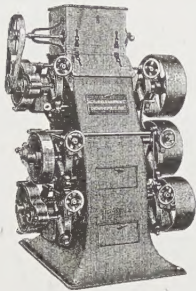
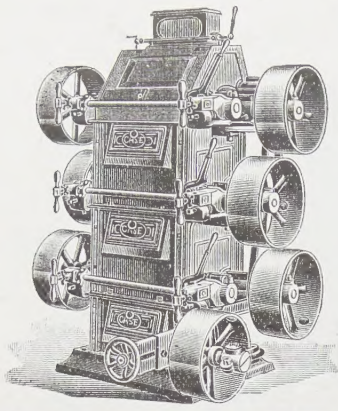
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THREE ROLL-TWO BREAK MILLS—2 sizes,
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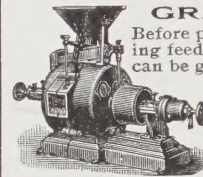
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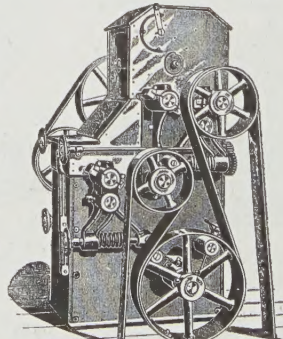
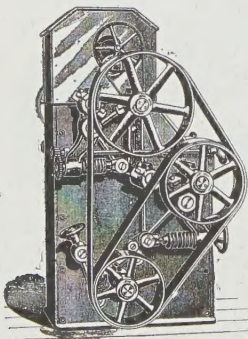
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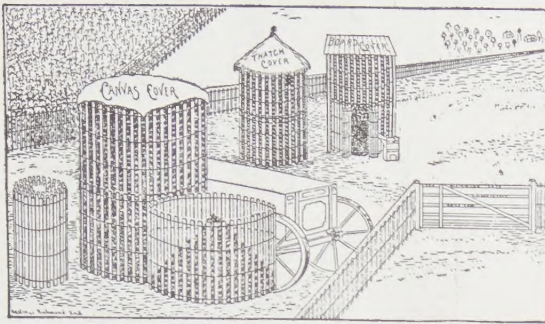
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SELL QUICK AND BRING GOOD PROFITS. SIX SIZES. AGENTS WANTED.

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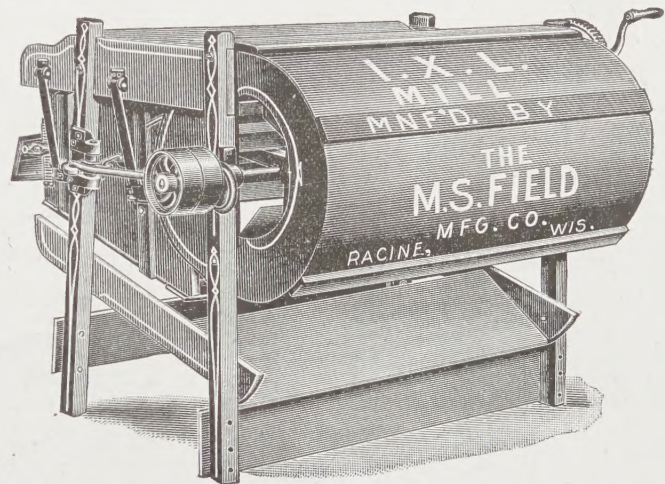
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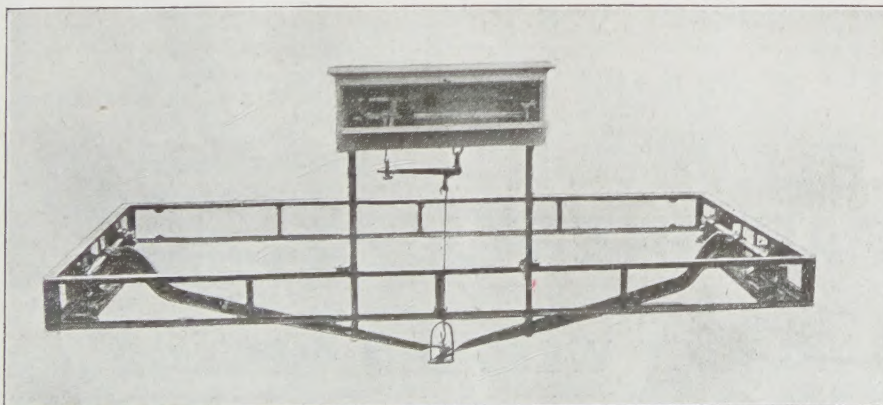
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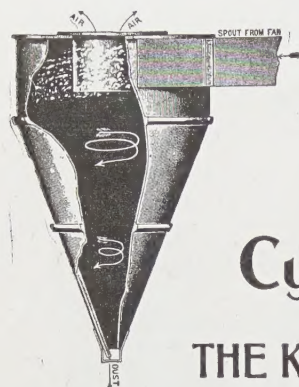
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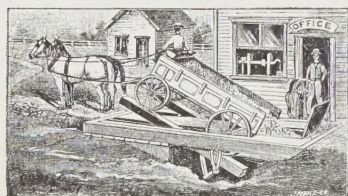
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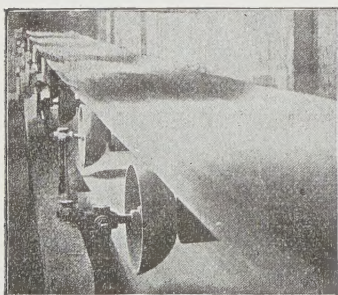
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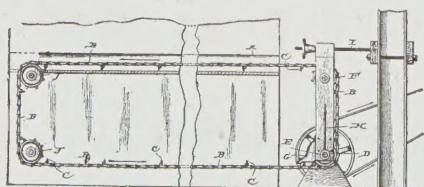
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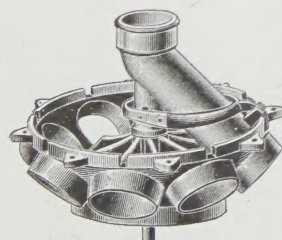
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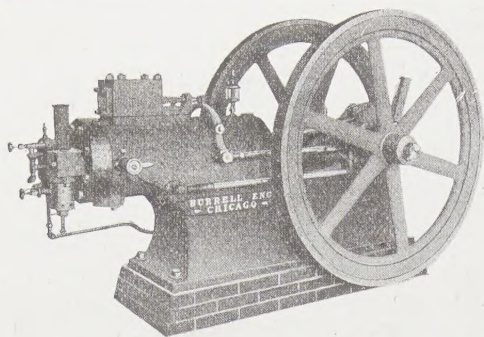
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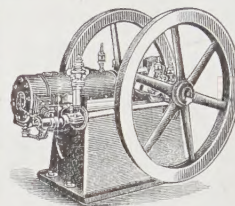
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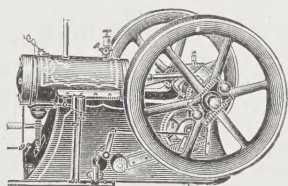


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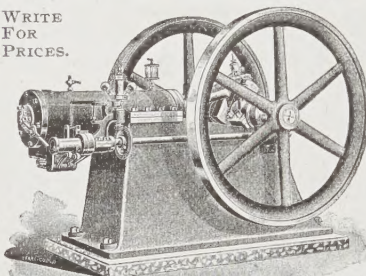


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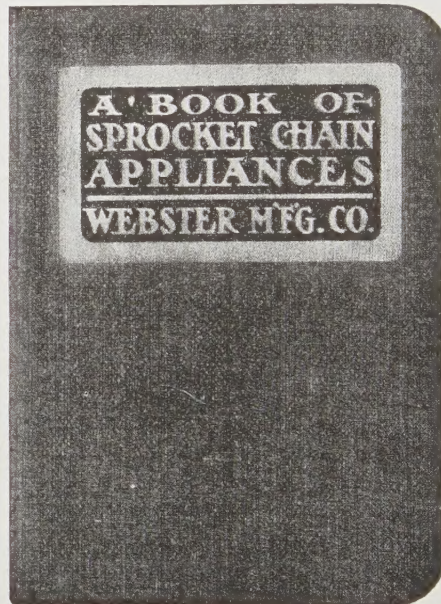
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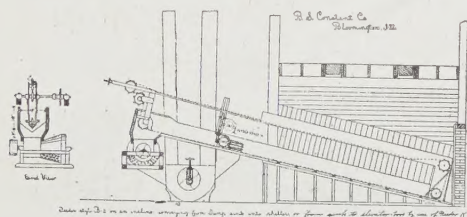
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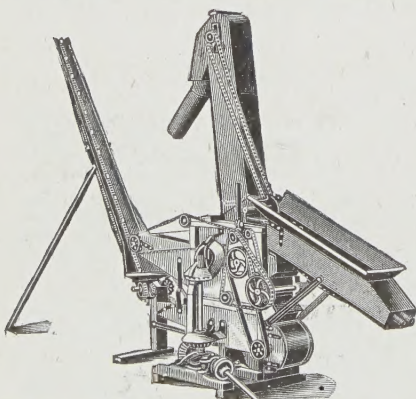
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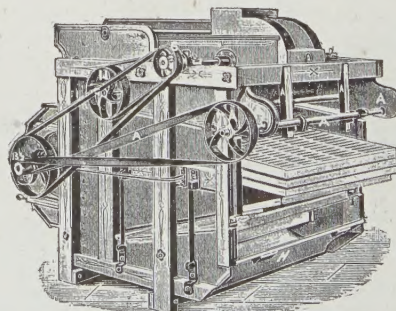
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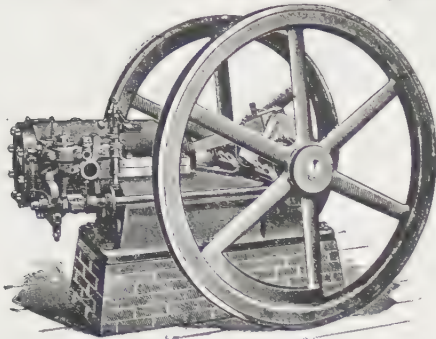
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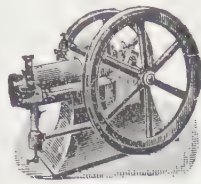
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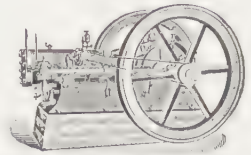
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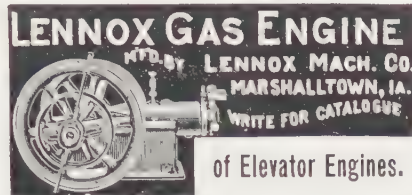
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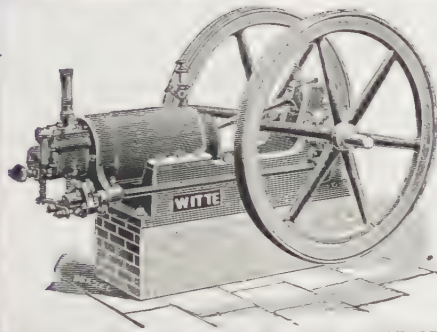
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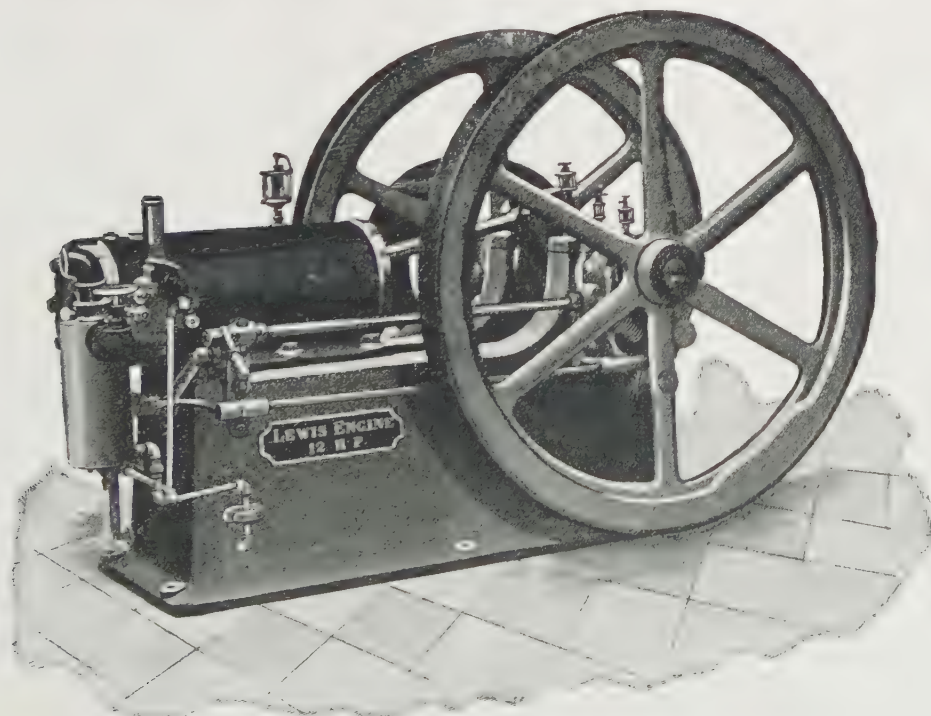
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SCREW conveyor, elevator boots and belting, and Cyclone Dust Collector for sale. Write for catalog No. 326. The Chicago House Wrecking Co., W. 35th and Iron-sts., Chicago, Ill.

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MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

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POSITION wanted as manager of country elevator; 9 years' experience; not afraid of work. Satisfaction guaranteed. Roy Wakefield, Danville, Ill.

POSITION wanted as elevator manager and grain buyer; 12 years experience; married; 33 years old. Good references. H. E. Wright, Hardin, O.

POSITION wanted with elevator company, to take charge of line of houses or of good station; fifteen years experience in grain trade, and thoroly understand the business and management of elevators and machinery. Can give A1 references in abundance. Address Box 239, Covington, Ind.

SITUATION WANTED—as assistant bookkeeper for grain dealers. I give the value of any quantity of grain at any possible price in an instant. I am always on duty and never make a mistake. I will save you time and money. Salary \$5 a lifetime. Address Decimal Grain Values care Grain Dealers Journal, Chicago, Ill.

GRAIN FOR SALE AND WANTED.

IF YOU do not find what you want advertise for it here.

BUCKWHEAT wanted; also rye and soft wheat. H. H. Emminga, Golden, Ill.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SOFT SPRING WHEAT for sale. Write for samples. Denver Elevator Co., Denver, Colo.

SEED RYE for sale, put up in bags in small lots at 65c f. o. b. Toledo, Ohio; bags extra. J. F. Zahm & Co.

LOW grades of soft winter wheat wanted. Sample with price New York, H. C. Schwall, Park bldg., Pittsburgh, Pa.

WANTED.

ROLLER FLOUR MILL wanted, combined with good retail grain and feed business, on R. R. and doing large business. Want good substantial buildings with some capacity for storing grain. Must be well located and in good order. Address Box 105, Hamden, Conn.

HELP WANTED.

HELP—If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer make it known to those connected with the trade by advertising your want in this department.

Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9½ x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather back and corners. Price \$1.50.

GRAIN DEALERS COMPANY
10 Pacific Ave., Chicago, Ill.

DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type. Price, 10 cents each.

FOR SALE BY

GRAIN DEALERS COMPANY,
10 Pacific Ave., CHICAGO.

IF YOU WANT

To buy, sell, rent or lease an elevator, or buy or sell machinery, try a liner ad. in the GRAIN DEALERS JOURNAL; its inexpensive and effective.

GRAIN
DEALERS JOURNAL

10 PACIFIC AVE., CHICAGO, ILL.

190...

Gentlemen:—Enclosed find One (\$1.00)
Dollar for which please send the Grain
Dealers Journal on the 10th and 25th of
each month for one year to

Name.....

Post Office.....

State.....

LUMBER We sell to everyone at the same price, strictly whole-sale rates. We will sell to anyone.

JOHN SPRY LUMBER CO.,

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

CHAMPION CORN SHELLERS

last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using **Champion Shellers** put in 25 years ago. *Write for descriptive circular.*

R. H. McGRATH,

Established 1851.

Lafayette, Ind.

Keep Dust Out of Your Lungs



USE THE Hurd Respirator

Made of Soft Rubber Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

Hamilton Rubber Mfg. Co.

MANUFACTURERS OF HIGH GRADE

RUBBER BELTING

Rubber and Cotton (Rubber Lined) Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

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56 FIFTH AVENUE, CHICAGO.

Telephone Main 2296.

TO WHOM IT MAY CONCERN:

I hereby give notice that I own and control the rights covered by Certificate of Patent No. 592,691, for purifying, bleaching and drying grain. I wish to advise the public that I will prosecute any person or persons using this process unlawfully; and that I will also fully prosecute any person who is infringing in any way upon the process covered under patent number above designated.

I will reward any person who will notify me of any such process being used without my knowledge or consent.

Address all communications to

E. F. CAZALET,

Care of McCray, Morrison & Co.,
KENTLAND, INDIANA.

WE SELL

MILLS AND ELEVATORS,

CORRUGATED IRON SIDINGS,
ASBESTOS ROOFINGS,
ASBESTINE COLD WATER PAINT.

We will be pleased to give information and prices.

Gate City Roofing & Metal Co.

416 Delaware St., Kansas City, U. S. A.

TELEPHONE MAIN 2551

NORMAN H. CAMP,
ATTORNEY AND COUNSELLOR

SUIT 814 TACOMA BUILDING
Corner Madison and La Salle Sts.,
CHICAGO

Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

HUNTLEY MANUFACTURING COMPANY,
Silver Creek, N. Y.

GRAIN DEALERS JOURNAL

GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, Editor.
J. CARVER STRONG, Advertising Representative.
NORMAN H. CAMP, Attorney for the Company.

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., NOVEMBER 10, 1900.

The bushel must go.

Overdrafts tax the receiver's patience as well as his bank account.

Written appraisements of property prove very profitable, after the fire.

Grain tickets paid by the buyer's agents and from his own funds require no stamp.

Keep in mind the needed revocation of the internal revenue tax on grain tickets.

The new century will bring the cental into popularity with the grain dealers of the country.

The grain buyer who credits the stories of farmers regarding what his competitors are paying invites trouble.

Bankers who recommend scoop shovel grain shippers should be given a wide berth by all regular grain dealers.

Another man has been hunting for a leak in his gasoline tank with a match, and it is needless to say he found it.

You can avoid being blamed for a child's getting smothered in a grain bin by keeping children out of your elevator.

A written contract for the future delivery of grain should not be obnoxious to the farmer who intends to keep his agreement.

By confining dealings to the members of exchanges in central markets shippers will be more likely to secure fair settlement of differences.

Shipping grain at a profit and at a discount is generally the difference between cleaning and mixing dexterously and shipping just as received.

The reorganization of the flour milling trust has been started, but like the Brooklyn Warehouse property, it is still in the hands of a receiver. No doubt the pro-

motors may still be trusting too much to the credulity of investors. Since Wooley's defeat water is just as cheap as ever.

The Grain Dealers Association of Kansas will meet in Wichita Nov. 14. A good program has been prepared and a large attendance is expected.

Grain buyers who insist upon tenants presenting permit from landlord to sell before paying for grain are never required to pay the tenant's rent.

The time to investigate the standing of the fire insurance companies in which you hold policies is before the fire. It would also be well to read each policy carefully at the same time.

Kansas millers and grain dealers propose to introduce new seed wheat from Russia—a commendable enterprise which will prove profitable not alone to the farmers, but to the entire Southwest.

The Hessian fly again gives promise of doing much damage to winter wheat. Turning sheep or cattle into the wheat fields may destroy some of the pests, but a more effective remedy is needed.

Although New York state has a law fixing the charge for transferring grain at 1-4 cents per bushel, the elevator men of Buffalo ignore the law and charge whatever they think they can collect.

Will the commission merchant's appeal for reciprocal treatment be honored? Can he be expected to confine his solicitations for shipments to regular grain dealers when they sell all their grain on track?

An elevator full of stored wheat, exerts a very depressing influence on the grain buyer who is anxious to buy his local market. It must be admitted that this is one point decidedly in favor of storing.

Tell your Congressman about the needless tax levied upon grain tickets, notes, contracts, drafts, telegrams and express receipts. The grain trade has paid much more than its share of the war revenue.

The new crop of corn has already commenced to move. Be sure that you start in right. Be friendly with your competitor and refuse to buy any grain unless you are sure of a profit. Grain well bought is always half sold.

The association member who does not give his organization a chance to help him when in trouble, is just the individual to kick about ineffectual work of the association. Take your trouble to your association, do not wait for it to come to you.

Every regular grain dealer will be welcome, and will be expected to avail himself of the invitation to attend the An-

nual Meeting of the Grain Dealers National Association at Indianapolis, Nov. 20 and 21. Don't fail to be on hand. The Central, Trunk & Western Passenger Associations have granted a rate and one-third for the round trip.

You may see no benefit in joining an organization of grain dealers at present, but after you have had your business undermined by a scoop man or profits given wings by an unreasonable competitor you will readily appreciate its advantages.

Despite the fact that November is here, elevator men continue to complain of weevil in greater numbers than for many years past. Those who are not disposed to keep their houses clean, will bear in mind that a dirty elevator is a weevil's paradise.

The elevator man who has a good feed mill, can, by soliciting business of this character, greatly increase his revenue and dispose of off-grade stuff, which would be heavily discounted in all central markets. In some elevators the feed mill has proved a gold mine.

There was some degree of reason in the refusal of grain carriers to give clean bills of lading to shippers years ago, but since elevator men have provided first-class facilities for weighing grain loaded into cars there is absolutely no excuse for the continued use of the old receipt for a car of **grain** said to "contain about pounds."

The old worn out cars recently resurrected from the scrap pile, to meet the demands of the emergency, should not be accepted and loaded with grain, as a shortage is sure to be reported from destination. If shippers must load these sieve-bottom cars, they should load same only under protest and insist upon having **clean** bills of lading for contents.

* An Indiana grain buyer calls attention in this number to the necessity of dealers guarding very carefully against being sold cobs for corn. It seems that in some districts shredders are used for husking the corn and treat the ears so vigorously that much is shelled from each cob. Seventy pounds of ear corn of this character would hardly shell out fifty-six pounds.

The inability of country barn builders to erect elevators which will stand up under a reasonable load has been so well advertised that some of those who have suffered, by reason of their defective work, now seem disposed to place the blame on competitors who have been more successful in constructing strong houses and establishing a reputation which enables them to get other contracts. We have published a description of one Iowa house which collapsed last fall. Recently

two others have collapsed, one in Indiana, and one in Kansas. No lives lost, but the proprietors are convinced that the first cost is not the only cost in the building of an elevator.

Shippers, who load off-grade or even line grade grain hoping to fill a contract with it, would be able to continue their business much more satisfactorily by insisting that they be telegraphed for disposition of all grain which fails to grade. Arbitrary discounts will always be a cause of many irritating differences unless shippers take steps to stop the practice.

If more grain trade disputes and differences were referred to levelheaded members of the trade for arbitration, the members of the trade would have fewer lawsuits and more differences would be settled fairly. Minds clouded with technicalities of the law frequently fail to grasp a clear understanding of the details of trade disputes and naturally justice sometimes goes astray.

Lest you forget, let us remind you that much of the corn this year is of inferior quality. Much is damaged by dry rot, while in other districts, worms and too much moisture are responsible for the inferior quality. If you can not insist on taking 80 pounds for the bushel, better have your farmer friends dry 100 pounds, shell it and reweigh it. The shrinkage will amaze them.

The movement for the affiliation of all the different associations for the advancement of common interests comes nearer to attainment each season. The dealers of the different sections have so many things in common, that affiliation, of the associations, would so strengthen the influence of each in its own field of action and increase the usefulness of all the organizations, that it is a wonder affiliation has so long been delayed.

A Kansas man writes us that a box car is a curiosity in his part of the country. We are sorry to state that his is not the only section of the country where grain cars have an unwarranted and inflated value just at present. It would seem that the railroad companies would some day have sufficient cars to take care of all business offered. The present movement of freight seems to be confined to less than half of the roads of the country.

The New York Produce Exchange has decided to make one more effort to settle those troublesome old questions regarding what constitutes a carload's "Immediate," "Quick," "Prompt" shipment. The Exchange has very clear ideas on these questions, as is shown by their recent action announced in the New York column of this number. Shippers will, of course, take a different view of these

rules when the market is not favorable to his fulfilling contracts according to the rules made by men at the other end of the line. Rules regarding trade practices would be more likely to prove satisfactory to the entire trade if shippers, through their Associations, were recognized and called into council in the drafting of trade rules and regulations. It is no more than fair that they should have a voice in the matter.

And now that the government has spent considerable money on its corn show at the Paris Exposition, who is going to follow up the work and make an effort to sell corn products to the foreigners? Many thousands of them have learned that palatable dishes can be made from corn. The next question is, where will they get the corn? The manufacture of cornmeal is a side issue with many millers, but very few make a specialty of it.

The bucket shops seem to be able to find a friend here and there who will decline to cut off their continuous quotations, for fear that the interests of some patron of these gambling institutions might be sacrificed. Continuous quotations are of value only to the speculator. The grain selling public is interested only in knowing what the market is today. When the bucket shops are all closed, markets will attain a higher average than that maintained during the period they have suffered from this pernicious influence.

The use of the official car tag of the Kansas Grain Dealers Association, which gives name of shipper and weight of grain placed in car is being urged by Secretary Smiley. The use of such a tag by shippers whose grain will be weighed at destination under the supervision of their own paid agents will no doubt assist the agents in protecting the shipper against shortage. Shippers who send grain to interior points and distant markets have opposed such tagging of grain, fearing buyers would take advantage of their errors.

Buying ear corn by the hundredweight is gradually though surely gaining ground in Ohio, where the farmers sought, a few years since, to compel the grain dealers buying grain by the bushel to accept 68 pounds for a bushel. The dealers are, of course, compelled by competition of outside districts to deliver 70 pounds of ear corn or 56 of shelled corn, hence they can not afford to pay as much for the 68 pound bushel, and they find different ways of circumventing the law. Some reduce the price in keeping with the reduced weight of unit. Others ignore the law entirely and take as many pounds for a bushel as they think will shell out 56 pounds. Others have abandoned the bushel entirely and buy by the hundred-

weight, as is shown by the many letters published in this number. Those who have adopted the hundredweight are decidedly in favor of its advantages and are enthusiastic in favor of the extension of its use to other grains. None favor a return to that old nondescript, the bushel. It is a step forward which must be credited to too much regulation. Indiana like Ohio has a 68 pound law which seems slowly but surely driving the dealers to adopt the hundredweight.

A correspondent in this number suggests that the grain dealers take The Landlord and Tenant Question in their own hands, ignore the present unfair laws and all agree to require tenants to present a written permit from landlord to sell grain, otherwise make check for crop payable to the landlord. Surely if all the dealers would refuse to pay for any grain, unless a written permit from the owner of the land was presented, it would prevent many of them suffering at the hands of unscrupulous tenants, who seek to trick both landlord and grain buyer. It seems time that grain dealers would adopt some common method for overcoming this imposition.

Now that Congress will soon assemble, the agitation for the removal of the documentary tax should be vigorously pushed. The manufacture of spirits, malt extracts and patent medicines have frequently sent committees to Washington in the interests of reduction, and repeal in some cases. The grain trade has not given the attention to this question which it merits. Surely the dealers would be much chagrined were Congress to take the revenue stamp tax off patent medicines, reduce it on beer and whiskey and leave it on telegrams, grain tickets, bills of lading, notes, contracts and drafts. It behooves the dealers to make known their wants in this matter to their Congressmen.

It is reported that the Chicago Board of Trade Directors will be asked to enact a rule prohibiting proprietors of public warehouses from receiving mixed grain, the purpose being to prevent delivery of mixed grain from the elevators, on contracts. If the rule was enacted, it would be a very difficult matter to enforce it. There would be many interminable disputes as to whether or not grain was a mixture. Grain shipped from country stations includes crops grown at points some distance apart. It might be that just such grain would form a mixture more easily detected than that delivered from the private houses of Chicago. The experts in the mixing business could easily deceive inspectors. Modern mechanical appliances enable them to improve all grain and to mix so thoroughly that it is extremely difficult to tell the pure from the mixed.

LETTERS FROM THE TRADE

CORN SHELLED IN HUSKING.

Grain Dealers Journal: Buyers will have to be careful about buying corn that has been husked with a shredder. These machines shell off corn from each end of the cob.

Buyers should compel the farmers when they have their corn husked by one of these machines, to include the shelled corn. We bot 700 bushels of corn from one farmer and out of this amount 65 bushels was shelled. J. K. Slack, Muncie, Ind.

GOOD CARS HARD TO GET.

Grain Dealers Journal: "Securing good cars for grain" is a blamed hard thing to do. It is all right to make cars secure after you have them: but for the life of me, I don't know how a shipper can always secure good cars. Just now I guess they would be willing to take any old thing on wheels: and I know that the railroads give shippers cars at times that are not fit for grain. The shipper must take them or wait two or three months for better ones. Fred Mayer, Toledo, O.

RENTERS' PERMISSION TO SELL.

Grain Dealers Journal: After having been sued by a landlord for payment of grain for which I had once paid renter, I began to consider the landlord lien question seriously, and have come to this conclusion:

That all members of the Grain Dealers' Union, after having given due notice through their local paper, require all renters to present a permit from their landlord to sell grain, and in cases where the renter does not have permit, make checks payable to landlord.

Let every subscriber of the Journal who is in favor of this make it known to the editor of the Journal in time for publication in next issue after notice of this article. Anyone not in favor will please suggest something better. John Lafferty, Neola, Ia.

NOT THE PRODUCT OF BARN BUILDERS.

Grain Dealers Journal: The new line of Counselman Elevators, along the extension of the Chicago, Rock Island & Pacific Railroad from Gowrie to Sibley, Iowa, has almost been completed. J. S. Blaisdel made the plans and is superintending the construction. Blaisdel is known to a large per cent of the grain men and is about as good an all around grain man as this country has produced. During his 30 years' experience in the grain business he has formed some ideas as to how an elevator should be built, and he has built these houses along those lines. Some of the fellows in the Chicago office of this firm, whose only knowledge of the cost of an elevator has been obtained from some contractor, have kicked at the cost of these houses. When the cheaper houses have lost their shape or are lying in a heap on the ground, these elevators will be in as good repair as when their builder put on the last touches and boarded his car for the next station.

Speaking of Blaisdel reminds me of two things he said in his speech at the Grain Men's banquet, given at Des Moines,

Iowa, on Oct. 6, 1899. He said: "Grain men are the biggest fools I ever saw. * * * In the days when I could get behind the General Freight Agent I did not believe in grain dealers' associations either." A Des Moines Grain Man.

THAT RICHMOND CASE.

Grain Dealers Journal: I have learned recently that the statement published in the August 25 issue of your journal regarding the vindication of a Richmond broker was not entirely correct.

The Ohio firm did not go to the extent of taking depositions in Richmond on this case waiting to see what Mr. Todd and Mr. Wood would say in their depositions that were taken on their behalf. Of course it was not likely that they would touch on the fact that the Richmond Flour & Feed Company refused the car on its second inspection and that Mr. Todd who was the owner of the Richmond Flour & Feed Company bought or repurchased the car on the second inspection in his own name, at his own price.

The shippers intended to carry this to the Common Pleas Court, have a thorough airing and take depositions in Richmond. They allowed the judgment to go against them by default, took an

(Other letters relative to this case were published on page 116, Aug. 25, and on page 375, June 25, 1900.)

ASKED AND ANSWERED

IS RAILROAD LIABLE FOR DELAY.

Grain Dealers Journal: I wish to have a little information in regard to prompt delivery of grain by railroads. Oct. 27, 1900, I loaded one car of new corn for Cleveland, O. I turned the car over to the company and received the bill of lading. The company did not take the car until Oct. 28 on account of local being heavily loaded. The car was delivered and inspected Nov. 5 at Cleveland, and, of course, being out that length of time, arrived out of condition, and sold at three cents discount, equal to about \$25. What I would like to know is, what can be done, if anything, in the way of obtaining damages. J. W. Simons, Pemberton, O.

FORM OF GRAIN TICKET.

Grain Dealers Journal: We are thinking of using grain tickets to take the place of checks in payment for grain.

No.	Station.	1900.
Bought of.	Grower.	
Net Bu.	Grade.	Grain.
At.	Per Bu.	\$.....
Per.	Agent.	SNYDER & DUNAVAN.
<p>\$..... Received of Snyder & Dunavan,</p> <p>.....Dollars,</p> <p>in payment of above grain upon the express representation by the undersigned that the above mentioned grain is not subject to any landlord's lien or chattel mortgage.</p> <p>.....Grower.</p> <p>If presented by other than person named this ticket requires revenue stamp.</p>		

appeal and filed a bond, then the brokers went at them for a compromise.

The shippers thought they had given them enough advertising and did not care to waste time and money in further litigation even if they felt sure they would gain the case, for the attorney's fee alone would have been more than the compromise. The compromise was \$25 and not \$35.

Mr. Rawley's letter about covers the case with the exception that the case did not come to trial. Shippers appeared and confessed judgment. The evidence was not gone into or heard by the Justice. Shippers immediately filed an appeal bond appealing the case. They did not threaten to do it, but did do it. Then the compromise was affected. Shippers did not attempt to prove anything and offered no evidence whatever. If there was no collusion Mr. Wood of course is an innocent party. All the money Mr. Todd got was the \$25 shippers paid which was perhaps absorbed entirely by the Columbus and Richmond attorneys.

The fact remains however that shippers still have a case against the Richmond Flour & Feed Company. Mr. Wood asked them to prosecute the case and also Mr. Lear of Richmond favored it so that you can readily see that Mr. Todd was foremost in the case. I. E. Travel.

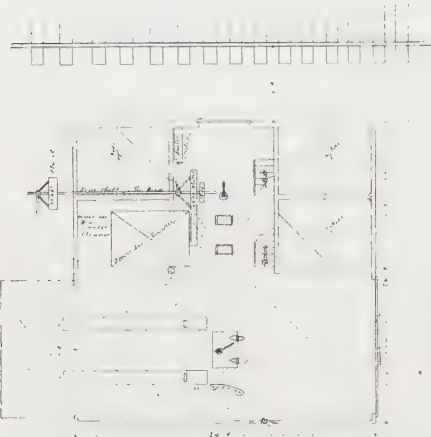
We have seen a form published in the Grain Dealers Journal, and would be pleased to see what form others are using. Snyder & Dunavan, East Lynn, Ill.

Ans.—Herewith is reproduced the form used by an Iowa firm and approved by the commissioner of internal revenue. No stamps are required. In using these tickets it is necessary to have them presented by the growers to whom they are issued and to an authorized agent of the buyer. If they are paid by your bank or by a merchant, they must be paid from your funds. If ticket is presented by any person other than the one to whom issued, or is paid by any person other than the grain buyer or his agent, it must be stamped. This form of ticket has saved some line houses many thousands of dollars.

E. J. Smiley, Kan., Nov. 8: In a number of places in this state the Hessian fly has made its appearance in the growing wheat and can be found in the volunteer growth. This pest may prove a serious menace to the growing crop, and grain dealers thruout the state should call the attention of farmers to same and where the fly is found advise pasturing, especially where there is a heavy or rank growth.

A 4,000 BUSHEL ELEVATOR.

All Kansas dealers who have modern elevators had reason to be doubly thankful this season when the enormous wheat crop was being marketed. All such were enabled to unload the farmer's wagons quickly, elevate the grain, weigh it, load it into cars or store it, and could thus handle much more grain daily, than those having old fashioned poorly equipped elevators.



Ground Plan.

The accompanying line cuts show a side and end section, and plan of first floor and bins of a 4,000 bushel elevator recently erected at Coats, Kan., for Clark & Jones, by W. W. Lockwood, of Winfield, Kan.

The ground space required by this elevator is 24 x 24 feet, while the working part of the house is 12 x 24 x 42 feet high.

The first or working floor, is conveniently arranged, so that all working parts can be attended by one man. On this floor is the dump, scale, beam, indicator stand, cleaning machine and a friction clutch, which controls the power that is used for running the clipper and the elevators.

The receiving sink and elevator boot are located 16 feet below the working floor. This permits all grain from the dump or bins to run swiftly to the boot from which it is taken by the elevator cups, and carried to the storage bins, shipping bins, or hopper scale.

This being a small elevator it has only one stand of elevators. At the elevator head is an improved distributing spout, which is operated from the ground floor.

The center bin space of the elevators from working floor to top of cupola is for the stairway, hopper scale, elevator stand and power transmission belt.

The bottom of the bins are 9 feet below the working floor, which is 4 feet above the railroad track. A bin is located under the clipper or cleaner into which the screenings are spouted.

All grain is spouted into the hopper scale and weighed before being loaded. The hopper is located high up in the building. This gives the grain force enough to load the car without much trimming.

As will be seen from the cuts, substantial foundations are provided to support the bins.

The power for operating is transmitted to a line shaft which extends to the outside of the building. The engine is placed in a separate building.

The elevator is well built, the bins are

all braced by iron rods. This elevator is built, as are all others designed by Mr. Lockwood, for the economical handling of grain, which is a big item and one to be looked into by all contemplating building.

SUITS AND DECISIONS

S. C. Gray & Co., grain dealers at Columbus, Neb., have brot suit against the Western Union Telegraph Co. to recover \$500 damages on account of 7 or 8 hours delay in the transmission of a message to their Chicago agent in February, 1898.

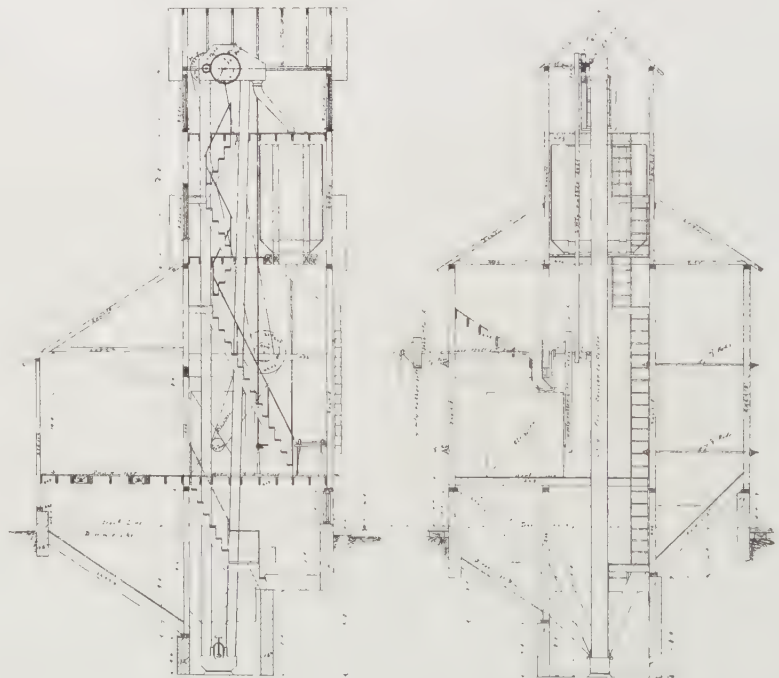
L. A. Gilmore has brot suit against the Central Grain & Stock Exchange, Chicago, to recover \$375,000 damages, under the Illinois statute permitting any person to sue for three times the amount lost in any gambling transaction if the person who sustained the loss does not himself bring suit within six months. It is alleged that William E. Fildes of Bloomington has lost \$125,000 in transactions with the exchange.

William H. Bettingen has brot suit against Herman H. Kenkel at Minneapolis, Minn., for an accounting to determine his share of the profits of their partnership in the grain and commission business under the name, Kenkel, Cobb & Bettingen. The partnership was formed in 1895. Plaintiff alleges that

Ia., to recover the price of a load of barley. The farmer contracted to sell 900 bushels of barley at a stated price, submitting sample. The first load was equal to sample. The company declined to accept the second load, alleging that it was inferior. Immediately the farmer began suit, and has obtained a verdict for \$21.60 and costs. The Dysart Grain Co. has appealed the case to the district court.

In the Georgia case recently reported it has been decided that where goods are shipped by rail and arrive at destination within the usual time required for transportation and are there deposited by the railroad company in a place of safety and held ready to be delivered to the consignee on demand, the company's liability as a common carrier in the absence of a contrary custom of trade as to delivery, ceases, and its liability as a warehouseman begins. So held in *Georgia & A. Ry. vs. Pound*, 36 S. E. 312.

Under a contract reciting that J. sells to F. 40 barrels of corn at \$1 per barrel, that J. agrees to gather it out of the field, haul it onto his land and measure it out for F. and keep it stored until F. wants it, F. agreeing to pay for gathering it, title has not passed at the time it is levied on under an execution against J., it being still standing in the field, the field being estimated to contain the 65 barrels and no particular part of the field being measured off or designated. *Ford vs. Measle*, 56 S. W. 1036.



Side Elevation—A 4,000 Bushel Elevator—End Elevation.

Kenkel, contrary to agreement, ran a commission business of his own on the side. The sum in question is \$4,500.

Where the consignee and owner of a cargo fails to pay or tender the freight due on the discharge of the cargo, the carrier to preserve its lien is authorized to retain and store sufficient of the cargo to pay such freight, and the expense of storage and loss of use of the commodity must be borne by the owner. *The Asiatic Prince*, 103 Fed. Rep. (U. S.) 676.

Thomas Uridel, a farmer, has brot suit against the Dysart Grain Co., of Dysart,

A recent decision in the Indiana Appellate holds that where wheat was delivered to a chattel mortgagee sufficient to satisfy his claim under the mortgage but no application of the proceeds was made until after the mortgagor had sold certain of the wheat to defendant who had no knowledge that the mortgagee also had a claim against the mortgagor for advances, the mortgagee was not thereafter entitled to apply the proceeds of the wheat delivered to him on the advances and then sue the defendant for the wheat delivered to him. Reported in 57 N. E. 284.

TRANSFER ELEVATOR AT FRANKFORT, MICH.

The illustration given herewith shows the new transfer elevator built during the summer and fall of last year for the Ann Arbor Railroad and Steamship lines at Frankfort, Mich. The plant was designed and erected by George M. Moulton & Co. of Chicago, to transfer bulk grain from the car ferries of the company to their own cars for shipments east.

The dock tower, enclosing the unloading leg, stands alongside of the ferry landing, and is so located that the bulk grain may be unloaded simultaneously with the unloading and reloading ferry with cars. The main elevator building is situated in the railroad yards back from the tower, on the land a distance of 120 feet and connected therewith by a gallery 10 feet in width.

A cupola five stories high is located on one end of the building, housing the elevating, weighing and distributing machinery. The first story of the cupola contains only a 36-inch belt conveyor for distributing grain from the foot of the trolley spouts under scales to the storage bins. This conveyor is fitted with self-propelling tripper of the latest type, easily operated by one man, and is carried on iron rollers of the disc pattern. The second floor contains the telescope trolley spouts for distributing grain from the scale hoppers to the bins over working story and the belt conveyor to storage bins heretofore described.

The third floor is the scale floor on which is placed two hopper scales, each of 1,400 bushels capacity, supplied with check beams. Each scale has a hopper of like capacity with bottoms lined with

into the garnerers over scales. The elevator head pulleys are covered with rubber belt securely bolted to face, and are supported upon heavy head shafts carried on special boxes and framing.

The elevator receives grain from the car ferries by a marine leg in the dock tower which has an elevating capacity of 8,000 bushels per hour. The tower stands on the dock front, and on the base is 26 feet long by 28 feet wide, with sides battered to a width of 18 feet at the top, 120 feet above the dock level. Owing to the construction of the car ferries upon the lower deck of which are four tracks for cars, it became necessary to equip the leg with a specially long boom and cross head. This boom and cross head is believed to be one of the longest, if not the longest, of its type ever built. The grain upon discharging from the ma-



The Ann Arbor Transfer Elevator at Frankfort, Mich.

The foundation of the entire plant consists of piling, without the use of masonry, ranging in length under the elevator proper from 15 to 30 feet as the dock front is approached. Piles 55 feet in length had to be secured and driven under the tower before sufficient resisting power could be obtained to sustain the load.

The elevator occupies a ground space of 36 by 96 feet and a total height of 113 feet, and is constructed on what is known as the conveyor plan, having a working story in the forward part 36 feet in length, the balance in deep storage bins filled and emptied by means of belt conveyors. The house contains 19 bins, having a combined storage capacity of 100,000 bushels. The walls are covered with corrugated iron and roofs with standing seam galvanized iron.

iron and fitted with special large valves to facilitate their emptying rapidly.

The fourth floor contains two garnerers each of 15,000 bushels capacity, with bottoms lined with heavy sheet iron and having four outlets. Each garner is supplied with special discharge valve connected to lever leading to scale floor and terminating within reaching distance of weighman. On this floor is also the main line shaft of the cupola, power coming direct to this shaft from the extension to engine shaft in first story, and through this medium transmitted to the elevator heads. All transmissions are of Ajax Manila Rope, and each is supplied with friction clutch, so that any part may be operated at will without reference to other parts.

On the top floor is situated only the elevator heads which discharge directly

rine leg goes into a garner; from there passes to a 36-inch belt conveyor running in the tunnel between tower and the main building and discharges into the boot of a loft, elevated, weighed and distributed to bins or shipped into cars direct. The leg itself is counterweighted and supplied with an improved hoisting apparatus for raising and lowering. The hoisting mechanism is fitted with all necessary automatic and safety appliances, with hand ropes led to the operator at the dock, making the same absolutely safe and always under perfect control.

The power plant is housed in a brick building at one end of the main building and divided by brick wall into engine and boiler rooms. Power is derived from a 13x21 inch automatic engine, taking steam from one return tubular boiler, and

supplied with iron stack extending above the highest point of the roof of elevator building and securely guyed thereto.

The entire plant is supplied with signals, call-bells, speaking tubes and all conveniences of a minor nature necessary for the convenience of operation.

GRAIN CARRIERS.

The Western Elevating Association of Buffalo, N. Y., has notified the common council of that city that if it desires to preserve Buffalo's lake trade it will have to provide for the deepening of the harbor.

A committee of Buffalo citizens has obtained \$3,000 and hopes to receive subscriptions for \$15,000 to promote the improvement of the Erie Canal. The plan is to interest the people in every city and village along the canal.

The largest grain cargo ever taken out of the Chicago River was loaded on the steamer Sir William Siemens recently. The cargo was finished at the Illinois Central Elevator, which is below all bridges, tunnels and other obstructions. It consisted of 292,000 bushels of corn.

A new winter steamship line is to be established, it is said, on Lake Michigan, between St. Joseph, Mich., and Milwaukee, Wis. The Indiana, Illinois & Iowa Railway has been negotiating with the Lake Michigan & Lake Superior Transportation Co. for the use of the two

the new agreement will extend south to Mason City and Sioux City, Ia.

The Canada Atlantic line has opened its route via the Great Northern Railway, connecting Parry Sound on Georgian Bay with Quebec, and enabling the company to make thru shipments of grain to Europe via Quebec. The first train was sent over the line Oct. 25. It is expected that Montreal will experience a curtailment of business following the opening of the Quebec route.

The new bridge over the Illinois River near Spring Valley, which has been under construction since early this spring, has been completed by the new Indiana, Illinois & Iowa Railroad, which has established five new stations on the road west of Streator. The numerous elevators along the line of the Indiana, Illinois & Iowa Railroad are operated by the Churchill-White Grain Co., of Chicago.

The time allowed for unloading cars of grain and flour was decided in the case of the Pennsylvania Millers association against the Reading Railway Co. and others. The interstate commerce commission on Oct. 23, in an opinion by Commissioner Clements, held that forty-eight hours is an unreasonably small allowance of time for unloading where any portion of such time has to be consumed in attending to the preliminaries necessarily antecedent to the actual process of unloading. As to grain, flour, hay and feed consigned to and deliverable at the interior points in the territory of the

time for the actual unloading: The commission also decided that by section 1 of the act to regulate commerce storage is named as a service in connection with transportation, and the charges therefor are required to be reasonable and just and publicly posted.

PROGRAM ANNUAL MEETING NATIONAL ASSOCIATION.

The program of the Annual Meeting of the Grain Dealers National Association, which will be held in Indianapolis, Ind., Tuesday and Wednesday, Nov. 20-21, is as follows:

TUESDAY MORNING, 10 A. M.

Address of Welcome—D. M. Parry, President Board of Trade.
Annual Address of President Warren T. McCray, Kentland, Ind.
Report of Treasurer Charles S. Clark.
Appointment of Committee to Audit Books of Treasurer.
Report of Secretary Charles S. Clark.
Appointment of Committee on New Members.
Appointment of Committee on Resolutions.
Appointment of Committee on Nominations.
Shrinkage of Corn—Thos. Costello, Ma-roa, Ill.
The Documentary Tax: Its Repeal—Jas. W. Sale, Bluffton, Ind.



Public Library Building at Indianapolis, Ind., at which city the Annual Meeting of the Grain Dealers National Association will be held.

largest of the four steamers owned by the company.

Duluth, Minn., expects to profit by the close traffic agreement recently made effective between the Chicago, Milwaukee & St. Paul Railroad and the Northern Pacific, whereby the latter will have a preference in routing business originating on the former. Duluth territory under

Philadelphia Car Service association, the carriers are required to cease and desist from charging demurrage until the expiration of a reasonable time for unloading after the cars have been placed for unloading, and notice of such placing has been given the consignee or other proper party. The commission further holds that forty-eight hours is a reasonable

Necessity of Demanding Good Cars—W. W. Alder, Lafayette, Ind.

TUESDAY AFTERNOON, 1:30 P. M.

The Collection of Dues—G. A. Stibbens, Coburg, Ia., Sec'y Grain Dealers Union, S. W. Iowa.

Benefit of Arbitration Committee—H. B. Dorsey, Weatherford, Tex., Sec'y Texas Grain Dealers Association.

Work of the Western Indiana Division of G. D. N. A.—Sec'y E. H. Wolcott, Wolcott, Ind.

Work of Eastern Indiana Division of G. D. N. A.—Sec'y J. K. Slack, Muncie.

Work of Northeastern Indiana Division G. D. N. A.—Sec'y E. M. Wasmuth, Roanoke.

Work of Western Ohio Division G. D. N. A.—Sec'y W. G. Parent, Union City.

Work of Grain Dealers Union of Southwest Iowa and Northwest Missouri—President D. Hunter, Hamburg, Ia.

Work of Southeastern Iowa Grain Dealers Association—Sec'y E. L. McClurkin, Morning Sun, Iowa.

Work of the Illinois Grain Dealers Association—Sec'y H. C. Mowry, Forsyth.

Work of the Ohio Grain Dealers Association—Sec'y J. W. McCord, Columbus.

Work of the Nebraska Grain Dealers Association—Sec'y A. H. Bewsher, Omaha.

Work of the Kansas Grain Dealers Association—Sec'y E. J. Smiley, Topeka.

Work of the Iowa Grain Dealers Association—Sec'y G. A. Wells, Des Moines.

Work of the Southern Grain Association—Alfred Brandeis, Louisville, Ky.

Work of the Texas Association—Sec'y H. B. Dorsey.

Among other subjects which will be discussed at this session are: The most successful way to control track bids. Is it possible to control consignments of irregular shippers? Can the country dealers afford to withdraw their support from the National?

TUESDAY EVENING.

A Reception will be tendered the visiting dealers in the Assembly Hall of Board of Trade Building by the Members of the Board of Trade.

A Smoker.

Refreshments.

Music.

Carriages 3 A. M.

WEDNESDAY MORNING—10 A. M.

Promoting Harmony Among Country

Dealers—J. A. Carden, Winfield, Ia.

Pointers for Seed Shippers—Thos. M. Hunter, Chicago.

Reliable Government Crop Reports—H. S. Grimes, Portsmouth, O.

Cost of Coopering Cars in Kansas—E. J. Smiley, Topeka, Kan.

Contracting for Farmers' Grain—A. H. Bewsher, Omaha, Neb.

The National Association's Field of Greatest Usefulness—Capt. M. T. Russell, Des Moines, Iowa.

Buying Ear Corn by the Hundredweight—C. A. Bissell, Antwerp, O.

WEDNESDAY AFTERNOON. 1 P. M.

Reducing Cost of Elevator Insurance—E. E. Perry, Indianapolis.

Avoiding Discounts in Central Markets—W. H. Chambers, Chicago, Ill.

What is Being Done to Stop the Loaning of Bags—P. E. Goodrich, Winchester, Ind.

Miscellaneous Business.

Report of Auditing Committee.

Report of Committee on Nominations.

Election of Officers.

Adjournment.

COBS.

Reports of a threatened famine in Russia are denied by the authorities.

Wheat receipts at four winter and four spring grain markets during the 18 weeks ending Nov. 5, as compiled by the Cincinnati Price Current, have been 109,064,000 bushels; compared with 104,476,000 bushels during the corresponding period of 1899. Receipts for the week

smaller than usual. In many cases rye was sown instead. All wheat sown before the last days of September is full of fly. Many fields that look green and are well covered with a thrifty growth of plants, are literally alive with the larva of the insect. The total number of bushels of wheat reported marketed in the three months, August-October, is 1,417,421, which is 895,326 bushels less than reported



Indiana Soldiers and Sailors Monument at Indianapolis, Ind., at which City the Annual Meeting of the Grain Dealers National Association will be held.

were 6,061,000 bushels: against 5,889,000 a year ago.

The great change that is taking place in the rice growing industry of the United States is apparent from the statement of our exports of this cereal as compiled by O. P. Austin, chief of the bureau of statistics. From 531,000 pounds during the nine first months of 1898 our exports have increased to 12,925,000 pounds during the corresponding period of this year.

The Michigan crop report, issued Nov. 9, gives the condition of wheat as 86 per cent. The area sown to wheat this fall is

marketed in the same months last year. At 34 mills and elevators from which reports have been received, there was no wheat marketed in October. The total amount of wheat shipped by railroads from the various stations, as reported for September, is 774,238 bushels. The acreage of clover seed harvested is 79 per cent. The average yield per acre in bushels is, in the State 1.46, in the southern counties 1.32, in the central counties 1.83 and in the northern counties 1.92. The average yield of corn per acre is 36 bushels.

MEETING GRAIN DEALERS' UNION.

President Hunter called the grain dealers to order in the Grand Hotel, Council Bluffs, at 2:45 p. m., Nov. 8, and said:

It gives me a great deal of pleasure to see so many dealers here today. The only thing wrong is that we have only about one-third of our members present. We have no orators among our members, hence no program has been prepared.

The only purpose in calling you together today is to renew friendships, lest you go back to conditions existing five years ago. We have no trouble of importance; slight disturbances exist at one or two points. We will have reports on crop conditions from different districts. Secretary Stibbens will read a paper, after which we will have free discussion.

Secretary Stibbens read the following paper:

SECRETARY STIBBENS' PAPER.

Mr. President and Gentlemen:

We congratulate the members of this organization on the good condition of the trade throughout the territory which we cover. There has never been a time in our history that harmony was so nearly perfect as at this time. Past experience of fights and disturbances have certainly been beneficial to you. How long this condition will continue depends solely upon the manner in which you treat your competitor. There probably will never come a time, but what occasionally there will be a little friction spring up at some point, and when it does, give us a reasonable time to adjust the trouble before you inaugurate a fight that will spread to a dozen towns and take weeks and probably months to settle. Some of us are so constituted that we cannot accord to our competitors the same rights and privilege we exact of them, and this is usually what causes the trouble among us. The selfish spirit in us is eternally cropping out, and if it was not for this organization we would be fighting each other today instead of being assembled here for the purpose of promoting harmony.

Has it ever occurred to you that we were strangers to each other before this Union was organized? Do any of you still realize the condition of the trade five years back, and how does it compare with the present? Would any of you be in favor of dissolving this Union and go back to the old way of fighting it out? How many elevators are for sale today compared to five years back, and how about the prices of them? You were told in this same building about a year ago by a man who covers this territory that elevator property had appreciated thirty-three and one-third per cent. on account of the workings of this association. This being true, it's only reasonable to believe that there has been an increase in the profits of your business. We should congratulate ourselves that we are at peace with our competitors, track buyers, commission firms, and last of all but not least, at peace with the railroad companies. A condition which should be highly pleasing to all our members.

Your remember well the time when you would see Mr. Davenport and Mr. Bechtel traveling around over this section trying to patch up the troubles of their shippers, and it was almost a daily occurrence to see one of them. How often do you see them today, and why the change? Because the interest of the shipper and that of the railroads are identical. The railroads have met us half way and extended to us the right hand of fellowship and given us to understand they are ready and anxious to promote our interests. They stand ever ready to help us adjust any trouble that may arise and have materially assisted us along this line in the past. We have gained the good will of the railroad people by fair treatment, and they, especially the Burlington Route, appreciate the work that is being done by this Union, and we at all times have their loyal support. Some of you may think I am drawing on my imagination. Not so, I have simply stated facts.

I believe we have overlooked one important matter in the past, and that is a Board of Arbitration. Quite often when a shipper and a receiver have a difference they refer it to me for settlement or an opinion, and I find it impossible to please both parties. Occasionally I have been able to effect a compromise. We should have a Board of Arbitration composed of three good business men of good business judgment to take up these differences when they occur, and when submitted to them, it should be understood that their decision should be final, and both parties to the arbitration should agree beforehand to abide by the decision of the board. A board of this kind would save an endless amount of trouble and correspondence, and each

dealer would understand when a difference was submitted in this way that they must settle as the board decided. I believe this a fair way to settle all differences and we should all agree to it and abide by it.

Many of us are liable to be disappointed in the inspection of this crop of corn. If we refuse to take it when not in condition we will have but little trouble in having it grade three or better, but if we receive it regardless of weather or condition it will grade No. 4 or under and you will hear a great howl go up on account of the unjust inspection and the chances are if you have any No. 4 corn it will be your own fault. It will be well for us to impress upon the farmers that it is absolutely necessary for them to sort their corn well if they expect to get the highest market price for it, as they will not sort it unless you insist upon it.

You will find there will still be plenty of bad corn after they have assorted it as a great many ears look to be good that are rotten next to the cob. You will find it necessary to throw out a great deal of it after your customers have pretended to sort it. The only safe thing for the dealers to do is to take 75 pounds for a bushel of all ear corn they receive and do it all winter. If you do not you will not get your own. There is no good reason why we should purchase rotten corn unless we reduce the price or make it up in pounds by taking 75 pounds for a bushel. This can be done all right if some dealer does not agree to take it at 70 pounds to get the corn away from his competitor, and if this is done in a short time every dealer will be taking it at 70 pounds then you will be compelled to keep it up all winter, and you will have gained nothing in the transaction but a load or two of corn.

If there ever was a time when it was important for the dealers to stand together as one man in order to get what belongs to them, that time is now. If we don't do this it will be our own fault. If farmers prefer to shell their corn they will be particular in sorting it, as it will show up just what it is when shelled and we will get a better grade of corn when they deliver it shelled. If we work along this line you will find that you will have little occasion for growling about the inspection. If your corn misgrades your profit is gone, and all the growling we can do will not change it. The thing for us to do, is to be careful and conservative in buying and handling this crop of corn. You will remember the sad experience of a great many dealers in handling the crop of 1896. The trouble then was, a great many bought No. 4 corn and paid a No. 3 price for it, and the consequence was a 5 cent discount in settlement. Unless we are very careful the experience of '96 will be repeated, and we are the ones who will suffer.

Do not lose sight of the fact that this organization cannot change the inspection, as that department is controlled by state law or by Boards of Trade. Of course you can call for reinspection, but quite often you do not know the result of the first inspection until it's too late to ask for reinspection. We can congratulate ourselves that we do not live in a state where political parties make war on grain associations for the purpose of making campaign thunder and we predict that the unjust persecution of kindred organizations beyond the river sleeps the sleep that knows no waking. We tender our sympathy to the officers and members of the associations referred to for the gallant fight they have put up for their moral right. May they live long and prosper.

The only apology I have to offer for not having an extended program, is that every person I have asked to talk at this meeting refused to do so. I take it that all of you are having so little grief that you could find nothing to talk about, but I have met some of you when you were having trouble, and found that you were quite eloquent. My friends, in order to make these meetings interesting and profitable, it is absolutely necessary for some of you to do some talking. All of you have ideas as to how the grain business should be conducted, and you should give these meetings the benefit of your views.

We cannot afford to fall into a rut, but instead, adapt ourselves to the changes of business as they occur, and drift along in the progressive tide of events. When we hear it reported that our competitor has raised the price on us we should be very slow in meeting the price as very often these rumors are started for the express purpose of creating a fight in order that some customer may be enabled to get a higher price for his grain. When you have ascertained that such reports are true, do not at once meet the price but report it to the officers of this Union and give them a chance to settle the matter. By being hasty in these matters we very often precipitate a fight that is very injurious to the trade, and after you have handled a large amount of grain for nothing, what consolation have you? Any fool can buy grain regardless of cost and quality, but it takes a fairly good business man to buy it and get a profit out of it.

Every intelligent man who sells grain to a local dealer expects him to make a profit on it, and if we do not get it we should not blame other people. When dealers are working in harmony and paying the same prices for grain you hear no grumbling from your customers, but when a

fight breaks out and dealers at one station are paying more than other dealers then you hear a cry go up, and they at once ask you why it is, that you cannot pay as much as others and all the argument you can produce will not convince them that you are paying all you can afford to.

We have a few dealers in our territory and only a few, who absolutely refuse to support this organization, and the reason they give for not doing so, is that it is of no benefit to them. It seems that this class of dealers are not disposed to better their conditions when they have an opportunity, but they receive the same benefits as those who are members, but they let the members bear all the expense of keeping up the organization. It does not look reasonable that grain dealers in this age would withhold their support from grain organizations for the paltry sum of \$12 per year, but such is the case.

Our future success depends largely upon the kind of support our members give us, and the fair treatment you give your competitors. If you grant to your competitors the same rights that you exact from them you will have but little trouble, but on the other hand if you expect better treatment from your competitors than you accord them you'll not have a harmonious trade. It seems to me after all the trouble we have had in the past few years that each dealer would know exactly what he has to do in order to avoid trouble with his competitor. Before raising the price think well what effect it will have on other stations, for you not only demoralize your own trade, but the trade of a dozen other stations. If we continue our present harmonious relations with each other for the next six months, it means an increased bank account, but if we allow our selfishness to overcome our good judgment it means a decreased bank account. Which will you choose?

I believe a great many of us have learned that grain fights are expensive for those who participate in them, and believe dealers in general will avoid doing anything that will bring about confusion in the future. Necessity caused the organization of grain associations and a great many sprung up in the past few years and they receive consideration and respect throughout the business world on account of being honorably conducted. Then let us see to it that we take no backward step in this matter, but move onward until we will have achieved a state of perfection unequaled in the annals of history.

The secretary's sentiments were heartily endorsed.

President Hunter: Gentlemen, the secretary and I have been doing the talking so long that we are about talked out. I wish some of you would do some talking; take up anything of interest to the trade.

J. R. Graham, Hastings: I have been taking 75 pounds of corn for a bushel until this week. I seem to have my foot in it by announcing that if the weather remained like today I would begin taking only 70 bushels. The farmers expect us to begin taking 70 pounds about this time, and I think it would be better to increase the margin of profit and take only 70 pounds.

C. M. Boynton, Creston: I thought it was the general practice to take 80 pounds until Nov. 1; 75 pounds during November, and 70 pounds thereafter. By insisting upon this basis you will soon educate the farmers to accept this and be satisfied.

Chas. F. Davis, Pacific Junction: If we had bright track buyers at each station we could soon educate farmers to the proper weight. (Applause and laughter.)

Wm. McMahill: I am favorable to maintaining the old measure—70 pounds—and increasing the margin of profit.

J. R. Graham, Hastings: One farmer brot in a load. He had some rotten ears. I requested him to throw out all the bad corn. He came back and informed me that he had thrown out about 40 pounds and did not think it right for me to pay for it, so I deducted it. (Laughter. Applause for the honest farmer.)

E. Reichert, Farragut: This week I bot 48 bushels of yellow corn on the ear, taking 70 pounds, shelled it and reweighed it, taking 56 pounds. It fell short 240 pounds. It wud be better to stick to 70 pounds. The farmer likes to think he has a large load each trip. Keep

down the price, you will find much bad corn in each load. We take 70 pounds and pay 25 cents a bushel. I wud^l like to hear reports on the condition and yield of corn from different dealers. Considerable less feeding in my territory.

C. M. Boynton: Less feeding than usual about Creston.

A. F. Rickey, Griswold: The only argument I can find in favor of keeping up the weights is that it will keep out the feeders. Only about two-thirds as many cattle as usual in our territory. We handle very little ear corn; it is all shelled. If the price of corn and cattle declines the feeders will soon start to feeding. The man who brings in good corn shud be paid more than he who brings in poor corn. I think we shud take 70 pounds and keep the price up as high as we can.

G. A. Pierson, Orient: Corn averaged 40 to 45 bushels to the acre. We have been taking 80 pounds. If the farmers will take out the bad corn we will begin taking 70 pounds next week.

G. A. Willets, Osceola: It seems to me that it wud be hard to raise the weight of a bushel of corn after it has once been established. It would seem easier to keep down the price. Our corn is pretty good corn, grades No. 3, but it is worm eaten. Only about 75 per cent as much feeding as last year. Yield about 40 to 45 bushels to the acre. We take 70 pounds, sort the corn and give the bad corn back to the farmers.

M. F. Hackett, Fairfax, Mo.: Corn is badly damaged, worm eaten and rotten. The storms were so heavy that much corn is on ground, some rotten, some sprouted. The butts of many ears are sprouted and spoiled. Yield 45 bushels to the acre. Little will grade more than No. 3. It will be difficult for us to take 75 pounds. I think it wud be better to take 70 pounds and keep down the price to allow for the extra moisture. About two-thirds of the corn of our country is feed. Only about 75 per cent as much feeding as last year.

W. W. Powell, St. Louis: We have been receiving new corn for about a month. Some new corn, especially from Illinois, is grading as good as the old. We have had no new corn from Iowa, but have had some new corn in excellent condition from Nebraska, Kansas and the Territories.

G. L. Graham, St. Louis: We have had no new corn from Iowa, but have had some excellent new corn from Illinois. Considerable corn has graded 4 in St. Louis. I heartily endorse the remarks of the secretary regarding the sorting the corn. Our rules are very rigid regarding rotten corn and the inspectors are required to follow them closely. I am convinced that the feeding in Iowa, Nebraska and Missouri will be considerable less than last year.

E. W. Sheldon, Percival: Much corn blown onto ground and is badly damaged. First of November we commenced to take 70 pounds to the bushel. Not much feeding in our section. About 10 per cent fed last year. I estimate 15 per cent will be fed this year. I cud never get farmers to sort out rotten corn. The only way we can get it out is to hire a man to pick it out at the sheller. A 75 pound bushel wud kick up a row. I favor a 70 pound bushel and a low price. Yield 40 bushels to the acre.

T. A. Kyle, Shenandoah: We are still taking 75 pounds to the bushel, and convince the farmers that corn is still too

green to take only 70 pounds. We are shelling for buyer, and find that at 75 pounds the corn overruns only one pound. My plan is to pay for good corn what it is worth and dock the poor corn. Only about 75 per cent as much feeding done as last year. Yield 45 bushels to the acre.

A. H. Bewsher, Omaha: I am always glad to meet with the Southwest Iowa Association. I think there is not a man in the room who has not realized a profit of \$500 for every dollar invested in the Association. The Southwest Iowa dealers seem to be in mortal fear of the farmers' opinions of them. The first time I have heard of 70 pounds corn is here this afternoon. The Nebraska dealers try to take only what is right. Investigations show that 80 pounds is necessary and Nebraska dealers are taking 80 pounds. We have much rotten corn in Nebraska, and the farmers are satisfied.

L. T. Spangler, Atlantic: Not much new corn coming in. The price prevailing is 25 cents. In Northwest Iowa corn is damaged by dry mold. It is hard to keep corn at 75 pounds; it is easier to reduce the price. Feeding will be reduced 25 to 30 per cent. Yield will be 35 to 40 bushels to the acre.

W. W. Powell, St. Louis: I wish to tell you of a new outlet St. Louis has for grain. Our new steel barge line to New Orleans was opened last week. The boats are flat bottom, light draft and the cost of transportation will be small.

D. N. Dunlap, Fontanelle: Quality of corn is poor. I have bot very little. Yield less than last year—about 35 to 40 bushels to the acre. Less feeding than last year.

President Hunter: These reports have brot out the fact that the corn is very poor and it will be absolutely necessary to keep down the price and maintain your margin of profit.

Secretary Stibbens: I think the idea which will go out from this meeting is that we have very poor corn in Southwest Iowa. I have bot much new corn, take 75 pounds, will continue to do so, and have shipped some; it graded 3, and I expect to ship much good corn if the weather continues dry. We shud not let it get out that we consider our corn very poor, for we have much excellent corn.

J. W. Chambers, Omaha: Corn is just as good in Southwest Iowa as any part of Nebraska or Iowa. It is much worse in parts of Nebraska and Northwest Iowa. At Hepburn we pick out all bad ears and our corn grades No. 3. If not sorted it wud not grade above 4. You can, by sorting, make most of your corn grade 3. We take 73 to 77 pounds, according to quality.

D. Hunter, Hamburg: We take 70 pounds, pick out bad corn and expect to have most of it grade No. 3. It is carefully cleaned prior to shipment.

J. R. Graham: Will the inspectors grade our corn down because they think we are impressed with its poor quality, and expect us to be satisfied?

C. M. Boynton: This discussion is worth \$500 to each and every one of you. It will help you in handling the crop. If you buy the corn right, you can sell at a profit. You can buy carefully, sort out the bad and sell at a profit. The inspectors will grade according to its quality.

W. F. Schinley, Lewis, told of the trouble existing at his station, and moved

that any member who refuses to submit a trouble to arbitration shall be treated as a scoop shovel shipper.

E. Reichert: I move that the President appoint an Arbitration Committee of three.

Secretary Stibbens: The suggested treatment of fighting dealers has been a part of the policy of this Association from its infancy. The dealers along the Rock Island have not given us the support needed to do as effective work as along the Burlington, where we have the support of the railroad officials as well as the dealers.

H. A. Vanschoiack, Elliott: I think there is no need of this Arbitration Committee. We have a Governing Committee to do this work, and I think such matters shud be left to it.

E. Reichert: If my motion will affect the Governing Committee, I will with the consent of my second withdraw it. My object was only to help out the President and Secretary.

Adjourned.

CONVENTION NOTES.

A good meeting.

The many who remained at home suffered a loss.

One Omaha firm represented—Floyd J. Campbell Co., by Mr. Campbell.

The only men from Missouri—M. F. Hackett of Fairfax, and J. T. Johnson of Rockport.

J. M. Bechtle, Division Freight and Passenger Agent of the C. B. & Q. R. R., was a welcome visitor.

Kansas sent one delegate—F. P. Lint, representing the Greenleaf-Baker Grain Co.

A. H. Bewsher, Secretary of the Nebraska State Association did not wear stripes, but had a broad smile with him.

The Secretary of the Grain Dealers National Association distributed tickets of admission to the annual meeting of the association, in Indianapolis, Nov. 20-21 to all.

The following representatives of Chicago firms were present: C. M. Boynton, representing J. F. Harris & Co.; E. E. Clancy, representing McReynolds & Co.; and Capt. M. T. Russell, representing Bartlett, Frazier & Co.

The St. Louis delegation included: P. J. Barron, representing John Mullally Commission Co.; G. L. Graham, of G. L. Graham & Co.; Isaac Motter, representing W. L. Green Commission Co.; E. Picker, of Picker & Beardsley; and W. W. Powell, representing Connor, Bros. & Co.

Among those present were: H. G. Abraham, Prescott; J. Auracher, Shenandoah; S. B. Barnes, Malvern; F. M. Campbell, Randolph; J. S. Campbell, Carson; G. H. Currier, Prescott; C. F. Davis, Pacific Junction; I. A. De Cou, Woodbine; J. R. Graham, Hastings; J. H. Gwynn, Yorktown; J. R. Harris, Northboro; D. Hunter, and C. Hunter, Hamburg; J. F. Kyle, Coin; T. A. Kyle, Shenandoah; John Lafferty, Neola; Wm. McMahon, Shenandoah; W. Mains, Silver City; F. H. Nipp, Mineola; G. A. Pierson, Orient; B. C. Ragan, Elliott; E. Reichert, Farragut; A. F. Rickey, Griswold; J. B. Samuels, Riverton; W. F. Schenley, Lewis; Ira Shambaugh, Clarinda; E. W. Sheldon, Percival; W. G. Sherman, Riverton; I. T. Spangler, Walnut; L. T. Spangler, Atlantic; G. A. Stibbens, Coburg; H. A. Vanschoiack, Elliott; G. A. Willets, Osceola; G. W. Wyant, Malvern.

THE SUPPLY TRADE

Mr. W. Barbeau, of the S. Howes Co., Silver Creek, N. Y., returned recently from Europe.

The business of the Union Scale Co., Des Moines, Ia., has changed hands. F. B. Smith is now manager.

The Union Iron Works, Decatur, Ill., writes: We are very busy in our drafting as well as all other departments.

The Carl Anderson Co., Chicago, Ill., makers of the Gus Gasoline Engine, is sending out a catalog describing the many good features of its engine.

The Link Belt Machinery Co., Chicago, is building a one story 165x85 feet brick addition to its plant. It will be used as a machine shop.

The Brown Gas Engine Co., of Columbus, O., reports business in its line as being very good. Among the recent orders is one for three 50-h.p. engines for the Consumers Carbon Co., of Lancas-

We have received the Robins Conveying Belt Co.'s of New York catalog of belt conveying machinery. It is full of engravings showing the many uses to which belt conveyors can be put.

The new building of the Huntley Mfg. Co., at Silver Creek, N. Y., was finished recently, and for the house warming many friends, with their ladies, were invited to attend the dedicatory oyster supper and dance given by the company in the new building, Tuesday evening, Oct. 30, 1900.

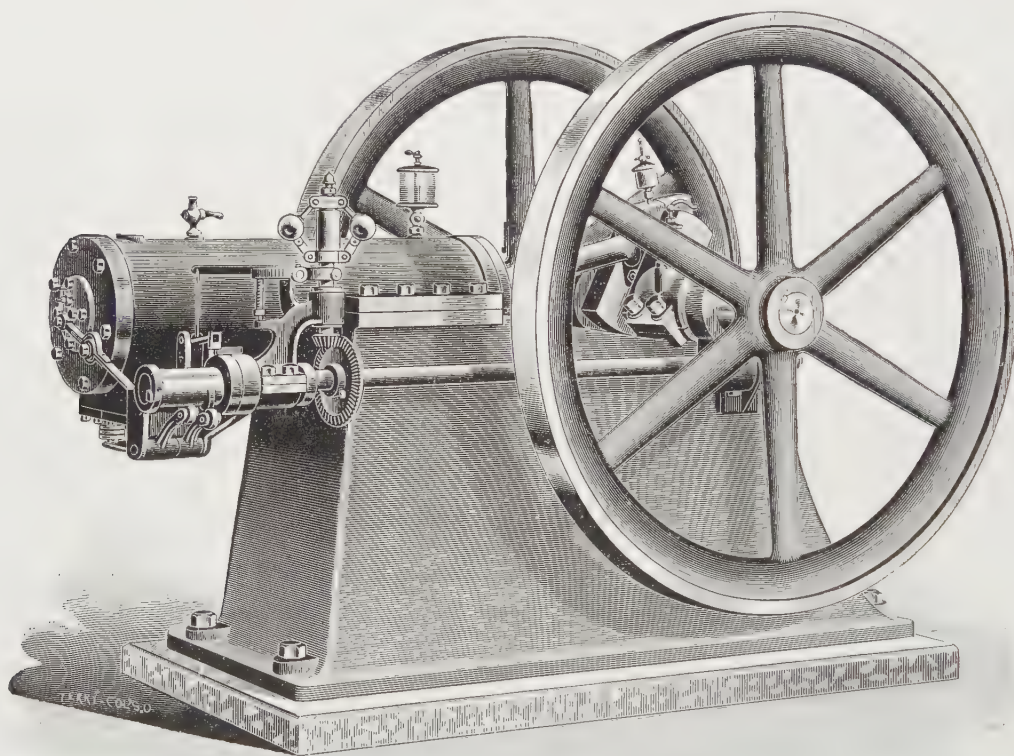
James Milliken, president of the Union Iron Works, Decatur, Ill., with characteristic public spirit, has recently proposed to give \$50,000 to Lincoln University at Lincoln, Ill., to increase the endowment of the institution. The condition attached to the gift—that the citizens of Lincoln subscribe \$25,000 to be used in erecting new buildings—will be promptly complied with.

The catalog of the original Lewis Gas and Gasoline Engines, which are manufactured by the J. Thompson & Sons Mfg. Co., Beloit, Wis., contains many

manufacturers of the well-known Eureka Grain Cleaning Machines, have made an advanced move and one in the right direction. They have established a permanent headquarters in Chicago, with office at 11 Traders' building, Mr. B. F. Ryer, general western manager, in charge. The company state: "We have for a long time realized the necessity of being in closer touch with the great grain interests of the west. We established our headquarters in Chicago, where prospective buyers can obtain quick and reliable information in regard to our make of machines. We have done, and are still doing, a very heavy business in the west, and think it to our interests as well as the interests of our friends and customers to be in a position to give prompt service."

THE COLUMBIA GASOLINE ENGINE.

Elevator owners are fast learning that while cheap power is desirable, it is not to be best obtained by using a second or third class gasoline engine. They are



The Columbia Gasoline Engine.

ter, O., to be installed in its factory now under construction.

We have received a copy of the catalog of the Case Mfg. Co., Columbus, O., containing illustrations, descriptions and prices of its large line of mill and elevator supplies.

The wife of H. W. Caldwell, president of the H. W. Caldwell & Son Co., Chicago, died Oct. 16, after two years of intense suffering. Besides her husband, two sons, Frank C. and Oliver N., and two daughters survive her. She was buried at her old home, Indianapolis.

A. H. Richner, Crawfordsville, Ind., writes that he has made the following sales recently: One feeder to Marseilles Mfg. Co., three to Webster Mfg. Co.; one to J. B. Wattan & Sons, Urbana, Ill., and one to Duckwall-Harmon Rubber and Supply Co., Indianapolis, Ind.

cuts showing this engine in actual service, operating grain elevators, pumping stations and electric light plants. This catalog also contains some valuable advice to operators as to care and management of gas engines, besides many testimonial letters from users of this engine.

Younglove, Boggess & Co., of Mason City, Ia., writes us: Some of our competitors, who are either misinformed or care nothing for the truth of their statements, have been circulating the report that we built the elevator at Latimer, Ia., which collapsed last fall. We wish to say that we had nothing to do with the construction of that elevator in any way. The house was built by a local carpenter (to our personal knowledge) who had little or no experience in that class of work.

The S. Howes Co., Silver Creek, N. Y.,

invariably the most expensive in the long run. An engine which received the endorsement of the elevator trade is The Columbia, sold by the E. L. Gates Mfg. Co., of Chicago, Ill.

Some of the distinctive features of The Columbia, are economy, simplicity, and close regulation. The accompanying cut shows all of the few working parts of The Columbia.

At a test recently conducted at the elevator of C. H. Rumley, Buckley, Ill., oats were elevated at the rate of 1,000 bushels to a gallon of gasoline. This was with an eight horse-power engine. The consumption of gasoline was at less than 3/4 gallon per horse-power for ten hours' work. Moreover the oats were elevated 52 feet, and carried 40 feet on a drag belt. The machinery was all sprocket and chain driven. These facts are taken from

a letter to the Gates Co. written by the elevator owner who made the test.

This is the only four cycle engine on the market that can take up its load on any revolution. This gives close regulation and lessens the expense of running. The auxiliary exhaust port does away with back pressure and insures the economy of fuel, for which the engine is noted.

RECIPROCITY BETWEEN SHIPPER AND COMMISSION MAN.

(A paper by J. W. Radford of Chicago, read at the Peoria Meeting of the Illinois Grain Dealers Association.)

A number of years ago when the idea of reciprocity was proposed between this country and the Pan-American States, the people generally awoke to the fact that the reciprocal exchange of commodities was of mutual benefit. I am of the opinion that this same principal of reciprocity applied between the grain shipper and commission man would be mutually beneficial.

Looking at this matter in a fair and candid manner, what has the commission man to offer the shipper? In the first place, one of the most important factors in all business transactions is confidence, and this confidence should be mutual. This confidence does exist to a large extent between the shipper and commission man, but the value and worth of it should be appreciated more than it is. The commission man is your representative. The only interest he can have in any transaction is yours. Can this be said of the track buyer?

Primarily the track buyer's interest is not the shipper's and the condition arising from the difference in grades, time of shipment, surplus or deficiency in amount shipped, and other details, put the track buyer in a position where his profits may be increased at the expense of the shipper. From personal observation I have found that many shippers expect to be "touched" on all off grade stuff, and some of the methods employed are truly scientific.

The commission man expends a liberal amount of time, talent and money for market information that his customer may have intelligent and prompt information concerning trade matters what does the postal card merchant do along these lines? The commission man stands ready to render financial assistance. How about the other fellow? I would not contend that at all times and under all conditions the shipper can consign his grain, but there is no question but that most of the time, his interest would be better protected by a competent commission house if he were inclined to give it the opportunity.

The trials and tribulations of the shipper with the postal card merchant are at times of such an aggravating nature that correspondence can not work out a settlement, but compel the shipper to leave his business, contribute his hard earned "shekels" to the railroad company for transportation, to work out his own salvation. Finally he returns home with any thing but satisfaction, forgetting to charge up the wear and tear, railroad fare and incidentals where they properly belong. How many shippers have considered these items of expense, loss by absence from regular business, etc., when comparing the supposed profits the card bids as against the services rendered by a competent commission man; and how many more of you have turned to the commission man with these same trials for advice and help?

Another point suggested by a reading of the by-laws, etc., of this association. Did it ever occur to you that they are of the "jug handle" order; that they undertake to lay down what the commission man can and shall do, but on the other hand do not bind the shipper to do anything no reciprocity in that? Is it not a fact that where the shipper depends wholly on the postal card for a market he unconsciously becomes a dependent on some one else, and fails to develop the faculties that are necessary to become a successful merchant? A thoughtful consideration of these matters will inevitably result in good, not only to yourselves, but to all who have the best interest of the grain trade at heart. Try a competent and successful commission man. It is worth something to do business with successful people.

A meeting of the League of National Associations has been called at St. Louis, Mo., Nov. 20 by President E. P. Bacon of Milwaukee.

The railroads have granted a rate of fare and one-third for the round trip on the certificate plan for the annual meeting of the Grain Dealers National Association, in Indianapolis, Nov. 20-21.

PATENTS GRANTED

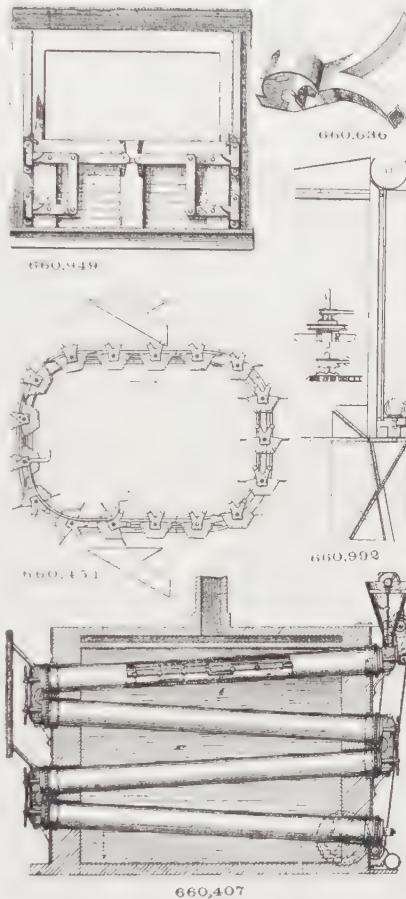
Louis W. Haskell, of Savannah, Ga., has been granted letters patent, No. 660,900, on a rice drier.

Josiah S. Tuttle, of Kansas City, Kan., has been granted letters patent, No. 660,671, on a baling press.

Francis E. Walsh, of Cedar Rapids, Ia., has been granted letters patent, No. 660,232 on an oat grader.

John W. Lambert, of Anderson, Ind., has been granted letters patent, No. 660,778, on a mixer and vaporizer for gas engines.

Fritz Durr, of Berlin, Germany, has been granted letters patent, No. 660,292,



on a gasifying apparatus for explosive engines.

Albert Hayes, of Salt Lake City, Utah, has been granted letters patent, No. 660,954, on a fuel vaporizer and mixer for explosive engines.

George H. Rogers, of Pretoria, South Africa, has been granted letters patent, No. 660,338, on a petroleum or internal combustion engine.

Oke A. Schonbeck, of Kansas City, Mo., assignor of one-half to Lysander R. Moore, of the same place, has been granted letters patent, No. 660,205, on a grain scourer.

Edward Hanak and George Hoepner, of San Francisco, Cal., assignors to the Union Scale & Mfg. Co., same place, have been granted letters patent, No. 660,794, on an automatic weighing scale.

John Clarke, of Orangeville, Can., has been granted letters patent, No. 660,949 (see cut), on a grain car door. The door

opening has a pair of keepers secured on each stile thereof, which keepers receive the ends of the levers carried by the door. The door runs upon guides secured adjacent to the door opening.

John S. Kidd, of Des Moines, Ia., has been granted letters patent, No. 660,992 (see cut), on a wagon dump and elevator. Trap doors are arranged to close the hopper in the approach platform, and, when elevated, to form extensions of the hopper. Side pieces are arranged to form extensions of the ends of the hopper. Grain is removed from the hopper by an elevator leg containing a chain, and buckets attached thereto.

George Werner and John Hilliker of New York, N. Y., have been granted letters patent, No. 660,407 (see cut) on a grain drier. In the heating chamber of a furnace are mounted four revolving drums inclined in opposite directions and geared together at their converging ends. Each drum contains a mechanical stirrer operated by a shaft. The grain is fed into the upper drum thru the hopper at one end, and passes thru each drum in turn.

George W. McCaslin, of Hoboken, N. J., has been granted letters patent, No. 660,451 (see cut) on a conveyor. Buckets are pivotally suspended from an endless chain. The change in the lapping of the lips is effected by tilting the buckets backward sufficiently to turn them end for end. A lug on each bucket extends above the pivot of the bucket, and a fixed cam is located so as to be engaged by the lugs while the buckets are passing from the lower horizontal run to the ascending vertical run.

Henry P. Harpstrite, of Dalton City, Ill., has been granted letters patent, No. 660,636 (see cut), on a car loader. The fan casing at the junction of the bifurcated spout is provided with an inlet and an outlet at an angle to each other, the portion of the bottom between the two being curved. The upper portion of the casing is formed into a hood and the end walls are perforated. The fan is journaled in a position for the wings to pass close to the curved bottom and engage with the material that is passing from the inlet to the outlet. The legs of the bifurcated spout are curved laterally in opposite directions.

The rice crop of Japan is estimated by that government at 221,064,000 bushels, which is 14 per cent above the average.

Our exports of linseed oil cake as reported by O. F. Austin, chief of the bureau of statistics, were 325,065,000 pound during the nine months ending Oct. 1, against 355,794,000 and 285,966,000 pounds during the corresponding periods of 1899 and '98.

One of the most valuable cargoes ever carried on the Great Lakes was the 260,000 bushels of flaxseed recently shipped from Duluth to Buffalo on the new steamer Howard Shaw. Insured for \$1.85 per bushel the cargo is valued at \$481,000. The vessel is valued at \$350,000; making a total valuation of \$831,000.

The visible supply of grain in the United States and Canada, as compiled by George F. Stone, secretary of the Chicago Board of Trade, on Nov. 3 was: 60,032,000 bushels wheat, 7,983,000 bushels corn; 12,986,000 bushels oats; 1,100,000 bushels rye, and 3,611,000 bushels barley; compared with 51,001,000 bushels wheat; 12,832,000 bushels corn; 6,963,000 bushels oats; 1,127,000 bushels rye, and 3,358,000 bushels barley, on the corresponding date a year ago.

SEEDS.

The Samuel Wilson Co., seedsmen of Mechanicsville, Pa., have been discharged from bankruptcy.

Steele, Briggs & Co., of Toronto, Ont., have purchased the seed business of Robert Evans & Co., Hamilton.

J. D. Waubach, Rolling Prairie, Ind., Nov. 2: Clover seed is about a quarter of a crop. We have not enough for home use.

New York exported 5,805 bags of clover seed during the week ending Nov. 3; compared with 8,600 bags for the corresponding week a year ago.

Seed growing is assuming large proportions in Platte county, Nebraska. Over a dozen growers are engaged in the industry, with the Emerson Seed Co. in the lead.

Fire at Paris, Ky., Nov. 2, destroyed the seed cleaning establishment of R. B. Hutchcraft, with 20,000 bushels of blue grass seed, and a large quantity of wheat and wool. Loss, \$75,000; insurance, \$40,000.

Ohio state crop report, Nov. 1: Clover seed is less than half a crop as compared with an average. Only thirty counties report above 50 per cent, while many show below 20 per cent. The crop is very unevenly distributed.

Toledo's receipts of clover seed this season up to Nov. 3 have been 37,802 bags; compared with 76,601 for the corresponding time of last season. Shipments have been 27,649 bags, against 48,443 for the corresponding time of last season.

C. A. King & Co. write: Some interior shippers seem to think No. 2 clover seed should follow the changes in the price of prime. It does not. Prime is very scarce; there is a speculative demand from shorts for that, which does not exist for two seed. Dealers must carry the two seed until it is wanted by exporters, or for domestic use. Domestic trade generally waits until towards spring. It has taken none thus far this season. Exporters have taken some, but all two seed or old prime.

J. F. Zahm & Co., say: The October deal in clover seed died a natural death, the last trade being made at 6.80 or 1.05 off from the high point. Over 3,000 bags of seed has graded prime, and most of it was delivered to the October longs, who seem to have laid the seed away and await developments. Since December seed got above 6.60 the foreign demand for low grades has been rather poor, so two leading dealers here claim, and very little seed has been worked this week. Receipts have fallen off, and they will probably be much smaller next week than they were this. Dealers everywhere write us that all the seed is marketed in their section, although we also have some reports that there is still lots of clover to come in. The low grades have been in quite good demand here and brought better prices than last week. There are plenty of bulls. They talk very light receipts; say stocks are mostly held by strong people; that a large quantity will be required abroad and that higher prices will be seen, especially for low grades. Bears talk fair receipts, only moderate demand and lower prices.

Hungarian farmers are actively agitating for the doubling of the duties on grain to protect growers in bad years.

A GRAIN SEPARATOR.

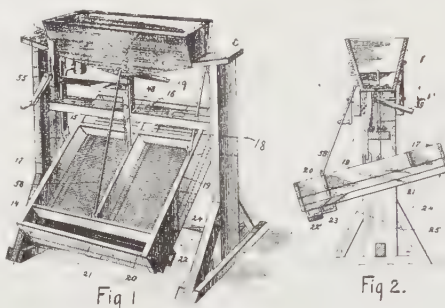
It is better at all times to clean grain before shipment, and especially so, when the crop is short or of inferior quality. Grain is graded according to poorest grain contained in car, hence if the good and poor grain are separated, better returns will be received than if no separation was made.

F. W. Craig, of Morion, Va., has recently been granted letters patent on a separator. This machine, which is shown in the accompanying cut, consists of a shoe suspended in an inclined position and to which is imparted a rectilinear lateral motion for sifting and separating.

The upper wheat screen is divided into sections by partitions, which are slightly raised above the level of the screen, to enable the grain to travel lengthwise of the shoe. Each section is provided with a screen of a different sized mesh.

The grain passes from the hopper to the screen at the head of the shoe, by a chute. The shoe receives a lateral shaking motion, which distributes the grain over the top section of the screen.

The first grade of wheat is retained on the upper screen until it reaches the lower section, from which it is discharged into a trough. The second grade



passes through the upper screen and lodges on a screen underneath, at the lower end of which it is discharged. Rye, cheat and other foreign matter passes at once through the screen and is caught in a canvas receptacle from which it is spouted.

The United States produces 2,200 pounds of grain for each inhabitant, while England produces but 600 pounds.

Hay amounting to 61,102 tons was exported during the 9 months ending Oct. 1, as reported by O. P. Austin, chief of the bureau of statistics: compared with 43,220 and 65,599 tons during the corresponding periods of 1899 and '98.

The Missouri State crop report for October says that the weather was quite favorable throughout the State for wheat growing, which has been about completed except in the southeastern counties. Report on Hessian fly damage is as follows: "In many of the eastern and southern and a few of the northern counties, wheat fields are reported infested by Hessian flies, and some early sown fields have been greatly damaged. Should warm weather continue, much further damage may be done by this pest. There is also some complaint that early sown wheat has grown too rank, but in general the crop is in excellent condition. Rye and fall-sown grasses have also done well. Fall pastures are still short in a few of the eastern counties, but as a rule they are in good condition.

RIGHTS OF BROKERS AND COMMISSION MERCHANTS.

(A paper by J. D. Parrott, read at Peoria meeting of Illinois Grain Dealers Association.)

"Local shippers should recognize the rights of brokers and commission merchants." This, the wording of the subject assigned me, is rather a delicate one to handle, inasmuch as I am supposed to be either one or the other, if not both, and thus I am naturally placed in the role of a complainant. Nothing however, is further from me, I have no ax to grind, nor grievances to present. Personally my relations with you have ever been pleasant, and all that could reasonably be expected. But to the subject, while the meaning would perhaps not be different, it strikes me, for the sake of argument, that it might better have read, "should local shippers recognize their rights." Accepting this as a proposition, it is necessary first to ascertain who and what constitutes one or both, second, their rights, and then their claims on you for recognition, if any.

According to Webster, they are one and the same, and yet there is a difference, without a distinction for the reason that there are brokers who do not do what is considered a commission business, i. e. in the way of handling consignments, and yet they execute orders for their employers, while the commission merchant acts in both capacities.

Webster defines a broker as an agent, or negotiator who is employed by merchants to make and conclude bargains for them for a fee or rate per cent or who transacts other business for his employers. A merchant, as any trader, or one who deals in the purchase and sales of goods, a broker and commission merchant, a go-between, hence identical. Shakespeare and Johnson's definition of a broker is a "pimp or procurer" and perhaps properly so in many instances, in acceptance of the term as now used.

If then, this determines who and what is a broker or commission merchant, they being synonymous, what claim have they on you for recognition? What special rights that could or should not be accorded to others engaged in the handling of your products, regardless of whether a track buyer, interior shipper, exporter or elevators, private or public, whose managers or owners are dealers therein, (and its about as easy a matter to find hen's teeth, or the North Pole) as one of the latter who are not buyers, sellers and market manipulators in more or less degree.

This true, you would seemingly injure yourselves by the recognition of the broker or commission merchant, to the exclusion of the others. It's to your interest to dispose of your products in such a way as will bring the best results. The largest possible profits are the incentive; to obtain them, the question, This true, then is it to your interest to deal with or through those whose interests are yours; or with those whose are inimical, or antagonistic?

With those who realize that upon their efforts in your behalf, depends their hopes for future business relations, if not actual existence. on those whose efforts are to skin you at every opportunity. With those who are bending their energies, scheming at all times to advance your interests, working for reduction of rates, fighting for just inspections, endeavoring to avoid useless and unnecessary charges, canvassing the market thoroughly at all times selling only to reputable, and best bidders, YOU THE BENEFICIARY. Or with those whose interest it is to buy where, and from whom they can buy cheapest, pocketing every advantage gained, regardless of how gained, whether in rates, weights or inspection; and mayhap resort to means to influence the latter that invariably results in lowering rather than raising the grade, justly or unjustly, and you the inevitable loser. Bear in mind, cases are not isolated, wherein such practices are resorted to, nor is it infrequent. Thousands of your cars go to the different markets annually that are so near liners that a word, a wink or shake of the head, will turn the scale either way, and it's for you to imagine which way or in whose favor it turns, and by whose influence it is turned. Either you, or your agent must be in the immediate vicinity, if you are the beneficiary; nor is this all, after it is inspected, the weighing follows, who then is interested in your behalf, the agent or the buyer? And when not weighed on scales controlled by disinterested weighers, who is likely to get the best of it? Understand, I accuse no one of dishonesty, am "only pointing out a moral to adorn a tale" and for the purpose of showing you what might, if does not actually often happen.

It is not only possible, but probable that you make sales now and then to buyers direct that at the time indicates a larger profit than your broker would be able to net you, at least, that is your judgment at the time, but in the end, did it pay? And if it did in some instances, have you not more often sold for enough less, to counter-balance the gain many times, thus balancing your ledger in the wrong column, and while doing so, did you not foster, encourage,

may more, help build up that which you have so valiantly fought year after year, and are still fighting, the so called "Elevator Trust," assisting them to advantages that enable them to control values and throttle you at will.

Not only are you affected, their influence extends to and covers all markets and all territories. This to your detriment, and even more to that of the producer; any actions of theirs that tend to the lowering of values must eventually fall upon the farmer, you may withstand the losses unwittingly made, for a time, but it is only a question of time until you must hedge against such contingencies, loss in weights, loss in grades, losses in any way whatsoever must be anticipated and provided against.

You have them, have had them in the past and will in the future (if present methods are

who is to blame? Is it to your advantage to follow methods that demoralize markets, invite competition that tends thereto, or to help uphold those whose interests are yours? They like you must live, you can not well deny them the rights nor means, the means are in your hands, will you extend it? They stand ready to assist you in every way. Will you do less? Frequently we are called upon to help adjust your differences and difficulties, frequently asked not to quote or bid an irregular dealer, and as frequently desist. Time and again have I gone to our brokers, at your request, asking them to take such dealers from their lists, and cheerful compliance has ever been the result.

You have your troubles, we have ours, not all the scalpers are among you. We stand ready at all times to assist you in the riddance of yours. Is it asking too much that you do likewise by

MEETING OF KANSAS DEALERS.

A meeting of the Kansas Grain Dealers Association will be held at Wichita, Wednesday, Nov. 14, at 10 o'clock. As the meeting will be held behind closed doors none but members and their friends, will be admitted; and all are requested to bring their credentials with them, or to obtain them from Secretary Smiley at the Carey Hotel.

The program consists of the following papers, each of which will be subject to pertinent discussion.

What is a Legitimate Margin on Grain? One Just to Your Investment and to the Purchaser—D. McLewis, Lewis, Kan.

Is there More Profit in handling Two Bushels of Grain on Two Cent Margin, than Four Bushels of Grain on One Cent Margin?—A. J. Hunt, Arkansas City, Kan.

The Country Shipper should Protect the Commission Merchant and Broker to the Extent that He Wishes Them to Protect Him.—George H. Hunter, Wellington, Kan.

What is the Future of the Grain Trade? H. Work, Ellsworth, Kan.

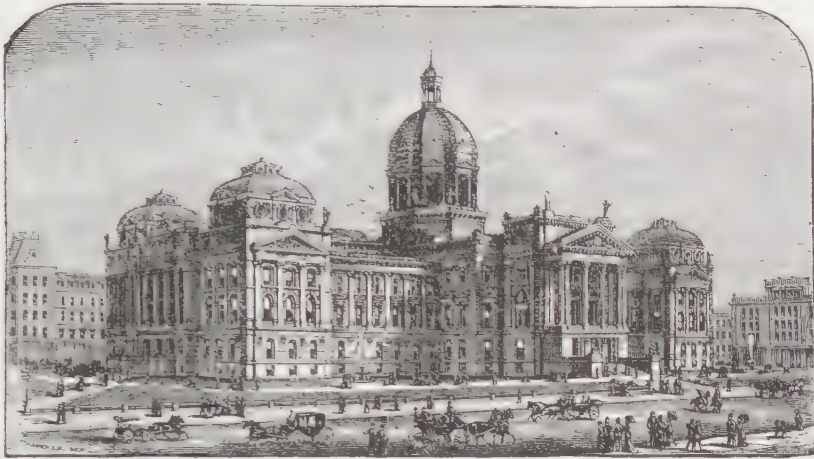
General Information Regarding the Inspection of Grain at Kansas City.—A. E. McKenzie, Kansas City, Kan.

The Short Weight Evil and the Remedy.—L. Cortelyou, Muscotah, Kan.

A Member's Duty to the Association.—A. Aitken, St. John, Kan.

How One Member Should Treat Another.—David Heenan, Wichita, Kan.

Crop Reports—Benefits to be Derived.—William Finn, Sedgwick, Kan.



Indiana State Capitol Building, Indianapolis, Ind., at which City the Annual Meeting of the Grain Dealers National Association will be held.

continued), and providing against them necessitates a tax commensurate on some one. The producer is the only available source, and to him it must be charged. Within the past few months, dealers and brokers in our market, myself among them, have been compelled to go to these barons repeatedly buying from them in the aggregate, hundreds of thousands of bushels of grain, for the purpose of filling our orders and supplying our trade, it originating in Nebraska and Iowa. They bought it from first hands, sold to us, whether or not at a profit, I leave you to judge.

And yet we were unable at the time to reach the dealer direct, though rates were advertised and supposed to be in our favor, your assistance, your recognition and direct dealing has helped bring about these conditions, nor does it end there. In upbuilding them, the effect has been to produce another litter, "evil begets evil," and "seeing is to believe." The new litter noting the success of the former, estimate you as GRAIN FOUR Nov 10 Ward 3 e cryFswk, "easy" and knock at your door, they too, must be recognized, but the rap is timid, their wants few and far between, you can supply them if you will, but only at materially less prices than will your broker.

They bid you outright occasionally, but ten times oftener, ask you to quote them, accepting only when can do so to their own profit, and it not a small one, must be materially below the market and if not, your broker and commission merchant is given the preference. (I refer to the interior order buyers and shippers.)

Within the past year or two, all such in our market are coming to you direct, buying from you when they can for less than the market. Nor is this all, not infrequently do our little feedstores try the same tactics. A few days ago, I was trying to sell one of them a car of new corn, pricing it at 40½, when another interfered volunteering the information that he was foolish even to think of paying such prices for new corn as he had been able to buy a lot to arrive direct from the country on a basis of 25c. f. o. b. or about 32c. delivered. Someone, not a broker or commission merchant made this sale. In asking your recognition, I do not plead entire disinterestedness of your broker, self must be looked after to some extent, his bread and butter depends upon his exertions, but that exertion is ever in your behalf.

Question—"Should local shippers recognize the rights of brokers and commission merchants?" If they don't what will be the result? Does indiscriminate selling pay, does it tend to the raising or lowering of values and if the latter,



Grand Hotel, Indianapolis, Ind., Headquarters for Officers, Members and All Regular Grain Dealers.

us? "Do unto others as you would have them do unto you." Look well to your best interests, recognize those who help you to advance them, hold fast to that which is good (your broker or commission merchant) and you will prosper.

When grain is well bot, a profit is insured.

Buckwheat amounting to 397,109 bushels was exported during the 9 months ending Oct. 1: compared with 652,566 and 690,000 bushels during the corresponding months of 1899 and '98.

Malt exports for the 9 months ending Oct. 1, as reported by O. P. Austin, chief of the bureau of statistics, were 239,000 bushels; against 336,000 and 381,000 bushels for the corresponding periods of 1899 and '98.

Why We are Members of the Kansas Grain Dealers Association.—W. W. Culver, Wichita, Kan.

Some of the Reasons Why We Should Encourage Organization.—C. Knox, Belle Plaine, Kan.

Crop expert Snow of Chicago has arrived in Argentina.

The Argentine correspondent of the London Times cables that "Wheat suffered to some extent. Flaxseed promises double crop."

Machinery, as a rule, is honest. If it is wasting power, it gives notice of the fact in its own peculiar language. It squeaks, grates, grumbles, groans, rubs, chatters, rattles, roars.

BUYING EAR CORN BY THE HUNDRED WEIGHT.

The use of the hundredweight by the grain dealers of Ohio and Indiana in buying ear corn has attracted so much attention that six questions were submitted to the dealers of these states. Some of the replies from Ohio dealers are presented herewith. The replies from Indiana dealers and others will be published later.

The questions and replies are as follows:

(1) Will you kindly inform us whether or not you have ever made a practice of buying ear corn by the hundredweight?

(2) If so, please state in full the advantages gained by its use.

(3) What disadvantages and troubles may a dealer expect to encounter in trying to buy ear corn by the hundredweight?

(4) If you buy ear corn by the bushel, please state the number of pounds you take at different seasons of the year.

(5) What do you consider the easiest and best method to secure the adoption of the hundredweight for buying ear corn in country markets?

(6) Please give us the names of the firms in your neighborhood who have bot, or are now buying, ear corn by the hundredweight.

Alger, O., Dunlap Bros.: (1) We buy by the bushel here, as all others in our county. (3) We make a mistake till Nov., then 72 till Dec., then 70 pounds from that on until spring. That is the way we have always done here. (5) While we would like better the method of buying by the hundredweight we do not know how to secure its adoption.

Anderson, O., Anderson & Bro.: (1) No. (3) None, more than explaining to farmers, which would take some little time. (4) 70 pounds until Jan. 1, and then 68. (5) We know of no method. Nearly all farmers think any change to be against them, no matter how clearly you explain it. (6) We know of none.

Ansonia, O., W. J. Ross & Co.: (1) Never have bot ear corn by the hundredweight. (3) He will be troubled in explaining to the farmers what a certain price per hundredweight would be per bushel. (4) From 70 to 72 and 74 pounds. (5) All grain buyers to adopt it at the same time. (6) None.

Arcanum, O., The John Smith Co.: (6) We know of no one in this section handling corn by the hundred weight.

Ashley, O., ———: (1) We never did. (2) We would like to see all grain bot and sold by the hundredweight for several reasons: less liability to mistakes; easier and quicker. (4) Oct. and Nov. 70 to 72, according to how dry it is; from Jan. 1, 68 pounds. (6) None.

Ashville, O., Ward & Teegarden: (1) Have not. (4) New crop we take 70 pounds until Jan. 1, remainder of year, 68. (5) We do not know; cannot give a theory. (6) None handled by the hundredweight to our knowledge.

Atlanta, O., C. G. Campbell: (1) No. (2) I think it would be a good thing. (3) It would be hard to get the farmers started; after that it would be O. K. (4) We take 70 pounds till Jan. 1; then 68 pounds balance of year. (5) To get all grain men together and adopt it at one time. (6) None.

Blanchester, O., Dewey Bros.: (1) We have not. (3) Probably no disadvantage if everybody would trade by the cwt. in both ear and shelled. Until then it would be necessary to figure both ways to a great extent, which would cause considerable bother. (4) It has been our custom to take 70 pounds of new corn prior to Jan. 1 and then 68 pounds per bushel. (5) Have all country grain dealers agree to adopt the new system on a certain date. Have track buyers bid for both ear and shelled corn for 100 pounds. (6) None so far as we know.

Bremen, O., Turner Bros.: (1) Never did. (3) All farmers would want to know what the price was per bushel, until they got used to the hundredweight. (4) 70 pounds now; later 68, depends on condition of corn. (5) Don't know. (6) None.

Burton Station, O., C. N. Tinklepaugh: None raised here for shipment. (3) Shrinkage 20 bushels out of 100 bushels. (4) 70 pounds well cured and dry. (6) None.

Carrollton, O., P. O. McCully: (1) I have not. (3) I don't see that he ought to have any trouble at all. Would soon get accustomed to it. (4) Buy ear corn by the bushel measure till Jan. 1, 68 pounds after. (5) I could not say. (6) Not any.

Cecil, O., Cecil Grain & Lumber Co.: (1) Yes. (2) Saves figuring and avoids argument. (3) No disadvantages whatever. (4) We used to buy ear corn by the bushel; 70 pounds up to Jan., after Jan. 1, 68 pounds. (5) Let your dealers get together covering a large area of country, adopt the method by resolution and adhere to it strictly. (6) The entire northwestern part of Ohio, Michigan and part of Indiana.

Cedarville, O., W. R. Sterret: (1) Never did. (4) 72 early, 70 to Dec. 1, afterwards 68 pounds, as a general thing. (6) None known to me.

Chillicothe, O., Z. F. Downs: (1) I have not. (3) Do not think it would be any trouble if it comes in general use; but in our section it is a great deal of trouble to explain to the farmer what he is getting for his corn per bushel when bot by the hundredweight. (5) All dealers to adopt at one time. (6) I know of none.

Chillicothe, O., Scioto Grain Co.: (1) We never have. (3) We think it would be all right if universal. (4) New corn 70 pounds until Jan. 1. State law 68 pounds year round. (5) A passage, by the legislature, of a bill to that effect. (6) None.

Cincinnati, O., Gale Bros.: (1) We have never bot otherwise than by the bushel. (2) If adopted in all markets we think it would be advantageous. (3) Do not know of any. (4) 70 pounds up to Jan. 1, in our market. After that 68 pounds. (5) By issuing circulars to all sellers and cribbers, in time it could be adopted. (6) Do not know of any one buying that way.

Cincinnati, O., J. W. Fisher & Co.: We have always bot and sold by bushel at 68 or 70 pounds, never by hundredweight.

Cincinnati, O., Maguire & Co.: (1) Never did, but we have only been in the trade 35 years. (2) There can be no advantage. It has been tried in various markets and proved a failure. (3) The party having damp corn would expect the same price as the party having dry. (4) The custom here is 70 pounds per bushel till about Jan. 1; but this date is regulated by the Chamber of Commerce according to the general dryness. (6) Don't know of any one.

Columbus, O., Tingley Bros.: (1) No. (3) All kinds of trouble in educating the farmers. (4) 70 pounds to Jan. 1; 68 pounds thereafter. (5) Can't be done unless all dealers adopt it. (6) There are none.

Columbus, O., Jas. P. McAlister & Co.: (1) No; but sell largely by the ton. (3) Can see no disadvantages, but likely would encounter some opposition from the farmers for a time. (4) We buy from dealers only and always. All the year round at 70 pounds. (5) In the absence of any general organized plan by all the dealers local efforts will have to be adopted, and as the merits are looked into it will spread. (6) None we know of.

Convoy, O., Long & Long: (1) We buy exclusively by the hundredweight. (2) First, it makes us law-abiding citizens, because in buying new corn the fixed number of pounds by law will not let us out whole, and all grain dealers like to sell as much as they buy. Also, a great convenience in figuring. Less liability of mistakes. (3) We find that no disadvantages at all to ourselves. The only trouble that may arise will be caused by some cranky competitor. (5) Organization of country buyers into county associations. Have confidence in each other and live up to by-laws and constitution. (6) All dealers in Van Wert and Paulding Counties.

Coshocton, O., T. J. Hanley: (1) No. (3) Ignorance. (4) 70 until Jan., and then 68 pounds. (5) An organized effort by all those who are interested tho I would much prefer that the metric system of weights and measures were established in our schools. (6) None.

Delisle, O., William Drew & Sons: (1) No. (3) Do not know. (4) 72 pounds as soon as corn will do to shell, and 70 pounds about the holidays. (5) Do not know unless for all to try and see. (6) None.

Dodson, O., E. P. Robinson: (1) Have not. (3) Farmers not used to it. (4) 72 pounds up to Jan. 1, 70 pounds thereafter. (5) Do not know. (6) None buying by the hundredweight.

Duval, O., T. W. Baum: (1) No. (3) Explaining and figuring to every man, and answering many other questions. (4) 70 pounds until Jan. 1, then 68. (6) None.

Elmwood, O., F. S. Hanley: (1) Never bot any by hundredweight. (2) It would stop a lot of jawing as to the number of pounds to the bushel. (3) None at all if they all go at it at the same time and stick to it. (4) 70 pounds till Jan. 1, 68 pounds after. (5) All adopt the plan and keep it up. (6) None that I know of.

Frankford, O., J. F. Bryant: (1) I haven't bot any grain by the hundredweight, (2) but think it is just what we want. (4) We give 70 pounds until Jan. 1, then 68. (5) Couldn't say. Just begin and keep it up and the farmers will soon get used to it and will like it. (6) Don't know of any one that does in our state.

Gettysburg, O., William E. George: (1) No. (4) Am governed by the condition corn is in. Take from 70 to 74 pounds generally. (6) None.

Greenville, O., Raudabaugh Bros.: (1) No. (2) Can't see why hundredweight is not as good as or better than bushel. (4) Now from 72 to 74 pounds; never less than 70 pounds. (5) By having an association and letting it do the adopting. Then stand loyally by the association rules. (6) We know of no one nearer than the buyers at Celina, which is 35 miles north, and we understand that from there on north all buy that way.

Greenville, O., Morgan Johnson: (1) Never have. (2) I believe it the best plan and am of the opinion it will be the only method. (3) The same as throwing aside the old wooden mold-board plow for the steel. Some would kick at

first; but soon would be overcome. (4) Now taking 75 pounds (Oct. 25), Nov. 72 and 70 after Jan. 1. (5) Notify all dealers that such a change would be adopted and in force on and after a certain date. (6) None to my knowledge.

Grover Hill, O., Churchill & Co.: (1) Yes. (2) Principal gain is from the fact that it takes more corn during the early part of the year than later, and this does away with all chance for argument as to how many pounds to take for a bushel. (3) We have never met with any. (5) We do not know of any method except to buy by the hundredweight regardless of other dealers, unless all the dealers in any section should make the change by common consent. (6) J. W. McMillen, Van Wert, O., Niezer & Co., Convoy, O., Long & Long, Convoy, O., Ireton Bros., Van Wert, and all other dealers in Van Wert and Paulding Counties, Ohio.

Haskins, O., ———: (1) Yes, for 20 years, and I think it the best way. (2) It is as easy to figure by the hundred as bushel, and I think if all grain went by the 100 pounds it would be just as well to all concerned and better. (3) I don't think any whatever. (4) A man must be his own judge in regard to dryness when he buys by the bushel. 70 pounds ought to make a bushel up to Feb. 1, after that I think 68 pounds will do it, until new corn comes again. (5) To get all grain dealers in the state to buy that way for a short period of time, and if they do they will not return to the bushel plan. (6) Royce & Coon, Bowling Green, O., C. C. Lienbeber, Waterville, O., and Churchill & Co., of Toledo, having elevators at Weston and Milton Center.

Hayden, O., ———: (1) No. (3) A general confusion among farmers about prices. I cannot see any advantage in adopting a method of this kind. (4) 70 pounds to Jan. 1, 68 the balance of the year.

Hunt, O., W. J. Smith: (1) Never did. (2) No doubt would be better; worth trying. Easier calculated by all. (3) Don't believe there would be any. (4) 70 pounds from husking time until Jan., and 68 after that. (5) Make it law; have it approved and passed as legal by our legislatures. (6) None that I know of.

Jackson, O., Jackson Grain & Flour Co., Jas. F. Morgan, secretary and treasurer: (1) We have never bot any corn by the hundredweight. (4) When we buy ear corn by the bushel we take 68 pounds only the year round. (6) No dealers we know of are buying corn by the hundredweight.

Kyle, O., B. F. Kyle: (1) No. (2) We would be in favor of buying all kinds of grain by the 100 pounds, if that was only the general custom of the country. (3) Don't think it would be practicable unless all dealers could work in harmony. (4) We take 70 pounds for new corn up to Jan. 1, then 68. (5) Have a law to that effect, as farmers are great sticklers for the 68 pounds, which goes into effect here Jan. 1 by law. Of course we don't pay as much in price for 68 pounds as 70, and we think by having the weight 100 pounds it would be easier calculated and price could be regulated. (6) None that we know of.

Lancaster, O., The Graham & Black Co.: (1) Never have. (3) None especially, except custom. (4) 70 up to Jan., then 68. (5) When grain markets adopt 100 pounds then country buyers can do the same. (6) None.

Lancaster, O., F. J. Pool: (1) I have not. (2) Think it would be a good thing. (3) None. (4) In buying new corn we take 70 pounds till Jan. 1, and then 68. (5) It will be a hard thing to start; but, once started, will be the best for the dealer and farmer both. The only way is for every buyer to set a time and stick to it. Then it will win. No other will. (6) Don't know of anyone.

Lebanon, O., J. N. Lambert & Son: (1) No. (2) Wheat, corn, oats, rye and barley should be bot by the 100 pounds. (3) None. (4) 70 until Jan., then 68. (5) Offer the farmer so much per 100, then tell him how much that is per bushel; keep that up and they will soon become accustomed to it. Of course all dealers in the same neighborhood should do the same. (5) There are none.

Leesburg, O., Dewey Bros.: (1) No. (4) 70 pounds up to Jan. 1, and 68 balance of year.

Lewisburg, O., Campbell & Pierce: (1) No; but we believe in its adoption. (3) None, but the price will bother the farmer; and he will have some trouble in teaching him the way to count it. But it will be for only one or two seasons, and the method will be established for generations. (4) We take 72 pounds up to Jan. 1, and 70 pounds thereafter. If we took 68 we would be compelled to pay less money; that is why we say buy by the cwt. (5) Get the division to take action and a vote and set a time for all to commence. Then let every fellow bid by the hundred. If anyone else has an idea let's have it. (6) None.

Lilly Chapel, O., Paul G. Wood: (1) No. (3) Would have to change the minds of all the farming community. (4) At this season 78; Dec., 75; Jan., 72; Feb. to May, 70. (5) Have no idea. (6) None.

Lockington, O., D. K. Gillespie: (1) I have been in the grain trade most of the time for 50 years and never bot any corn by the 100

pounds. (3) In this corn belt he would have trouble. (4) Up to Jan. we take 72 pounds, after Jan. 70 pounds is the customary weight, if 68 the price is reduced accordingly. (5) Do not know. It would be hard. (6) None that I know of.

Londonville, O., Northwestern Elevator & Mill Co.: (1) We have not. (3) Trouble to farmers to figure what the value would be per bushel. (4) Whatever it weighs, until it comes in fairly dry. (5) Concerted action by all dealers along any line of railroad. (6) None.

Maria Stein, O., Henry Kramer: (1) No. (3) None when once started; but hard to start it. (4) 72 to Christmas or New Year, depending on the season; then 70 pounds till about May, after that 68 pounds. (5) Would like to hear the advice of others; don't know of any. (6) Celina parties tried it. Don't know if they continued.

Marion, O., S. E. De Wolfe: (1) Have not. (3) Much the same as all new inventions have to undergo before coming into general use. (3) 72 pounds until Jan. 1; 70 pounds balance of year. Our law is 70 pounds until Jan. 1; 68 pounds balance of year. Some dealers use the former, some the latter. (5) To do as Secretary Sherman did about resumption of specie payment; do it. (6) None that I know of. The Ohio Grain Dealers Association had the matter of buying ear corn by the hundredweight before them last week; but were wanting in backbone to tackle it.

Marysville, O., Snodgrass & Fullington: (3) Beginning of season to Nov. 1, 72 pounds; Nov. 1 to Jan. 1, 70 pounds; after Jan. 1, 68 pounds. (5) Adoption by grain dealers association.

Melvin, O., M. C. Hoover: (1) No. (3) Some trouble to try to buy by the hundredweight. (4) 70 pounds till Jan. 1, then 68 pounds. (5) I don't know the best way to adopt. (6) No one is buying corn by the hundredweight in this country.

Middlepoint, O., H. G. Pollock: (1) Yes; since Oct. 25, 1900. (2) Avoids errors and shortens the figuring. (3) Can't tell. (4) 70 pounds for a bushel till Jan. 1, then 68 pounds. (5) Do business on that basis and show farmers the advantages gained by its use. (6) Star Milling Co., Venedocia, O., and Ireton Bro., Middlepoint, O.

Middle Point, O., Wesley Frager: (1) We have. (2) Time saved; less likely to make mistakes, shortening the work of calculating. (3) We have had no trouble once the people became educated. (4) 70 and 75 pounds. Depends on the condition of the corn you are buying. 68 after Jan. 1. The weather. (5) The drying out of corn. (6) Successors to Leathers & Frager, and H. C. Pollock.

Morrall, O., C. F. Barnhouse: (1) No. (2) Less figuring and less parleying about the number of pounds to the bushel. (3) Farmers are very slow to take up new ideas and customs. (4) I very seldom take over 72, tho sometimes 75 on heavy corn, and never less than 70. (5) All dealers to go together, and. (6) None that I know of.

Millersburg, O., Elliott & Armstrong: (1) We have never bot by the hundredweight. (2) Think the contention over the number of pounds to the bushel would be done away with. (3) Don't think there would be any after the trade had all adopted the hundredweight. (4) After Jan. 1, 70 pounds per bushel, and before that from 70 to 80 pounds according to condition of corn. (5) The best method would be for the large markets to adopt the hundredweight system and consequently country markets would follow as a matter of course. (6) None.

Nevada, O., Nevada Milling Co.: (1) At times; but not as a rule. (3) The older people who have always been accustomed to sell by the bushel do not fully comprehend new methods and seem to think they are not getting all that belongs to them. The younger people accept it without question. (4) New corn 72 pounds; well dried corn 70 pounds any season of the year. Old corn if exposed much to the weather carries enuf moisture to subject it to the 72-pound rule. (5) To have all dealers adopt the rule at one and the same time. (6) None.

New Weston, O., O. F. Kimmel: (1) Have not. (2) Think there would be advantages. (3) Do not think there would be any. (4) 72 up to the holidays, and then 70 pounds. (5) If everybody was like me all that would be needed would be for some one to suggest it and we would adopt it. (6) None.

North Lewisburg, O., Wilson & Townsend: (1) We tried it last winter. (2) Would rather buy by the hundredweight as it takes less figuring and there would be less dissatisfaction about the number of pounds to a bushel. (3) Farmers acted like they thought it a scheme to beat them and would always ask how much a bushel. (4) Generally commence on green corn at 72 pounds, then 70 to Jan. 1, after which it is 68 pounds. (5) For every warehouse to adopt it at same time and stick to it, which they will not do, as they have to cater to the notion of farmers. (6) Have not heard of any except Jos. Timmons at Lake View, Logan Co.

Orient, O., Milton Demorest: (1) No. (2) Would be proper way to buy. Less liable to mistakes. (3) The trade I have always bot by

the bushel. Farmers will have to be educated up to the hundredweight. (5) By getting farmer to see that it would be the best way. (6) None.

Osgood, O., A. D. Behymer: (1) Never. (2) Saves time in reducing to bushels, saves many errors and I think it the best way to buy. (3) The farmers do not understand and think it is taking advantage of them in some way. (4) We take from 74 to 70, as to condition. (5) If we could get the dealers to agree to buy by the hundred. One or two can do nothing. (6) In the adjoining county they buy all the corn by the hundred.

Paulding, O., Herzer Elevator Co.: (1) Yes we buy ear corn entirely by the hundred. (2) You have a uniform weight instead of quarrelling with a farmer as to how many pounds you take. For instance: on green corn you might forget to mention the pounds and he would hold you down to 68, a legal bushel, instead of 74 or 76 pounds, that corn we now buy weighs. (3) He ought to experience none. All buyers should agree to the hundred-pound system, then it is as easy as falling off a log. (4) We don't



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buy it thus: but if we did we would measure a number of loads and take an average, which is now 74 pounds. (5) Have all buyers meet and agree to the 100-pound system. It is so easy; farmers like it much better than the standard bushel. (6) Twenty-six elevators in Paulding County, and in fact all the northwestern part of Ohio. Possibly 300 dealers use the 100-pound system.

Pemberton, O., M. D. Burke & Co.: (1) No. (2) None that we can see. (3) Where the farmers are not accustomed to selling by the 100 a dealer would have to tell them what every load would be a bushel and how many bushels at 70 pounds. We would not like it at all. (4) 72 up to Jan. 1; 70 pounds thereafter. (5) Just to commence and gradually come to it. (6) None here.

Pemberton, O., J. W. Simmons: (1) Never. (2) Think it a good idea to buy by the 100 pounds, which will save a great deal of time and avoid errors. (4) 72 to 74 at present and till holidays; after that 70 pounds. (5) By every dealer to put on his market board where farmers can see, price per 100 pounds equal to so much per bushel. (6) None.

Pittsburgh, O., Ed McCue: (1) No. (2) Can't see any. (3) Farmers not used to it. (4) 72 on new to Jan. 1; 70 balance of year. (5) Don't want to buy it that way. (6) None.

Portsmouth, O., H. S. Grimes, president Ohio Grain Dealers' Association: So far as I am individually concerned we have never bot corn but by the bushel, but would much prefer to buy by the hundredweight, and think it would be preferable to the farming community, if they would once get into the habit of it. Permit me to thank you very kindly on behalf of the Ohio Grain Dealers' Association for the interest you are taking in this matter. I feel that the replies that you will get from your inquiries will no doubt assist our Mr. McCord largely in making up his report.

Quincy, O., J. E. Wells & Co.: (1) Not at this elevator; do at St. Johns, O. (3) None that we know of except that some farmers are not good in figures and being used to price per bushel will ask questions all the time as to price per bushel and will have merchant to figure same for them. (4) 72 pounds new corn, owing to season. We take 70 pounds about Dec. 1.

Never buy at 68. (5) St. Johns, O., buys by the hundredweight, and would think it best to begin and broaden out. (6) Everyone here is buying by the bushel.

Rudolph, O., H. J. Rudolph: (1) I buy ear corn by the hundredweight. (2) That is the only way. Time served in figuring and customer does not so readily compare the price with newspaper quotations as they are given by the bushel. (6) Only myself.

St. Johns, O., Nutt, Allen & Co.: (1) We have for three years; and until last year were the only house in this territory that did. Two of our competitors then adopted the same. (2) In the first place it only requires about one-third the number of figures. Second, you can show the customer the smallest fraction of a cent. Third, you can buy on a more even margin than changing per bushel. Fourth, it stops all caviling over the number of pounds in a bushel. (3) You will have to teach some customers how to find the price per bushel, but it is so simple that one explanation is sufficient. A man has to keep his prices high enuf that those competitors who buy by the bushel cannot

overbid him. The universal adoption would be universal satisfaction to all concerned. (4) In this locality those that buy per bushel take 72 pounds until about Dec. 20; 70 pounds from then until April, and 68 pounds the balance of the year. (5) The bringing of the matter to the attention of the different grain dealers' associations and the urging of the matter by the secretaries upon the absent dealers. Our word for it, when it is adopted for a period of six months no one could be induced to buy any other way. (6) Runkle & Sons, St. Johns; J. Timmons, Lake View.

Silver Creek, O., Clem Robinson: (1) No. (3) None. (4) 72 to Jan. 1, later, 68. (6) None.

Toledo, O., East Side Milling Co.: (1) Always have. (2) More easily figured: easily carried on books, and the farmers can more easily determine what their loads will amount to. (3) None in northwestern Ohio. (5) All dealers to buy in that way. (6) Every one of them.

Toledo, O., Churchill & Co.: (1) Yes. (2) Easily computed, and does away with figuring 76, 72, 70 or 68 pounds to the bushel at different periods of the year. (3) Prejudice of farmer against breaking away from old principle. When once done farmers will like it best, because it is so much per ton. (5) Dealers within a given area all to unite and hang together until accomplished. (6) Royce & Coon, Bowling Green, O., Southworth & Co., Toledo, O., and nearly all the other buyers in northwestern Ohio.

The Bend, O., F. L. Smith: (1) I always buy by cwt. (1) Avoids all disputes in regard to pounds in a bushel during different periods of year. (3) Ought not to be any if all buyers would adopt the cut system. (4) 70 pounds is what we figure upon. (5) Not to shell any corn for farmers or pay them for corn after it is shelled. (6) R. P. Lipe.

West Liberty, O., J. W. Gaskill & Son: (1) No. (3) None if fixed by legislation. All grain should be bot and sold same way. (4) 75 to 68. (6) Jas. Timmons, Lake View, O.

Willshire, O., Willshire Milling Co.: (1) Yes, are doing so now. (2) It obviates disputes about the number of pounds to take for a bushel on different qualities of corn. (3) None whatever. (5) Just go ahead and do it. (6) All of them, as far as we know.

GRAIN TRADE NEWS.

CANADA.

The Dominion Elevator Co. has opened its house at Poplar Point, Man.

An elevator of 12,000 to 15,000 bushels capacity is being built by the Tavistock Milling Co., of Tavistock, Ont.

Twenty thousand bushels of damaged grain from the steamship Ottoman was sold recently at Montreal for 5 to 7 1-2 cents per bushel.

By the formal opening of its thru line Oct. 24 the Great Northern Railway earned the bonus of \$235,000 promised by the city of Quebec and the town of Joliette. Thru grain shipments are being made from Parry Sound to Europe.

The crop of buckwheat in Montreal province has been gathered in good condition (in striking contrast to the crop of 1899, the greater portion of which was harvested in wet weather, causing it to be moist and musty). Quite a number of samples of the new crop show dry and in splendid condition. Yield a good average.

W. J. Shibley's elevator at Harrow-smith, Ont., was burned Oct. 23 with 4,000 bushels of grain and a quantity of flour and feed. At the same time the warehouse of J. G. Gallagher, containing 4,000 bushels of grain, was destroyed. The grain in Shibley's elevator was owned by Richardson & Sons, and was not insured.

The changes proposed at the recent meetings of the grain standards board at Winnipeg will make the Manitoba grades of wheat correspond more nearly to those of the state inspection department of Minnesota, U. S. A., and will facilitate the handling of grain from the Canadian Northwest thru Duluth for export. The government will be asked to carry out these suggestions.

In connection with grading dried wheat, the following resolution was passed at a recent joint meeting of the grain standards board and grain dealers at Winnipeg: That in cases where tough wheat has been dried, the inspector be instructed to inspect out of terminal elevators wheat so dried on a clean certificate when he considers it equal to the standard of such grades. This is to apply to commercial grades only.

The western grain standards board held a meeting at Winnipeg Oct. 26. One grade, that of No. 3 hard, was fixed. The grain inspection law does not permit any change in the higher grades defined by the grain inspection act. Those present were: S. Spink, chairman; C. C. Castle, elevator commissioner; C. Johnson, Baldur; Peter Fergusson, Kenles, Assa.; W. B. Underhill, Melita; Alexander McGee, Montreal; R. J. Phin, Moosomin; C. P. Watts, Toronto; James Rid-dell, Rosebank; M. M. McLaughlin, Toronto; George M. McCulloch, K. Campbell, Brandon; John McGee, Carrievale, Assa.; W. A. Matheson, C. A. Young, F. W. Thompson, Winnipeg; F. E. Gibbs, grain inspector, Fort William; David Horn, chief grain inspector, Winnipeg, and C. N. Bell, secretary.

Mr. King, who operates the grain drying and cleaning elevator at Port Arthur, brought with him several bags of dried wheat, which he had on view along with the samples gathered for the grain standards board meeting. The samples of dried wheat look clean and good. The cost of drying ordinary tough wheat is 1 1-2 cents per bushel. The shrinkage in the weight of the wheat ranges from 4 1-2 to 10 per cent, according to the amount of moisture. Ordinary "tough" wheat, which is the term used to designate slightly damp grain, will shrink in drying from 4 1-2 to 5 per cent, or equal to about 3 pounds per bushel. Damp and wet grain will show a much greater shrinkage, as stated. Once the grain is dried, it is perfectly safe to hold it in store without fear of heating, and it is thoroughly cleaned while undergoing the drying process.—Winnipeg Commercial.

At a recent meeting of the grain standards board and others interested, at Winnipeg, it was proposed to request the government to reduce the number of grades from five to three: No. 1 hard, No. 1 northern and No. 3 hard. The following resolutions were passed and subsequently endorsed at an informal joint meeting of the board and the Grain Exchange: "That it is the opinion of this board that the methods of handling Manitoba wheat would be best served by making the following changes in the schedule of grades, viz.: That the grades of No. 2 hard and No. 1 northern be consolidated under the name of No. 1 northern, and having the present qualifications of No. 1 northern with no less than 60 per cent of hard wheat. That the name of No. 2 northern be changed to that of No. 1 Manitoba spring; the grade having not less than 45 per cent of hard wheat, and weighing not less than 58 pounds per bushel; and that any wheat not good enough to grade No. 1 Manitoba wheat be graded as No. 2 Manitoba spring, in the discretion of the inspectors.

CHICAGO.

The Board of Trade was closed election day, Nov. 6.

Board of Trade memberships are selling higher at \$2,050.

Of the 28,309 arrivals of vessels at all lake ports during September, 5,761 are credited to Chicago.

Samuel Friend, a retired member of the Chicago Board of Trade, was struck by an Illinois Central train Nov. 5 and instantly killed.

Armour & Co. have received a few cars of new No. 2 corn over the Burlington road. Being unusually early, a re-inspection was asked for.

George F. Stone, secretary of the Chicago Board of Trade, recently delivered an address at the Second Baptist Church on "The Making of a Man Commercially."

While lying at the Norton Mills the canal boat First National was struck by the steamer Andaste and squeezeed so

hard that a leak started, wetting 1,000 bushels of wheat.

Grain clearances from Chicago the last day of October were the heaviest of the season. The total was 1,795,173 bushels, of which 902,253 were corn and 596,520 oats. Fourteen boats left port.

A. O. Slaughter & Co.'s complaint that a cargo of wheat delivered from one of the public elevators was not of the quality specified by the certificates has been dismissed by the Board of Trade committee for lack of jurisdiction.

The United States Growers & Shippers Security Association has been incorporated at Chicago for the mutual protection of shippers and growers. Capital stock, \$2,500; incorporators, James Runciman, Lawrence Campbell and J. S. McClure.

The South Chicago police are waging war on the boys and youths found stealing grain from cars. At the home of one boy recently were discovered many barrels and sacks filled with grain, which, it is said, he had bot from other boys who stole it.

Judge Tuley has withheld for 18 months his decision on the constitutionality of the law passed by the last legislature permitting public warehousemen to deal in grain. Lawyers cannot recall an instance of a court holding a matter so long. The judge has promised a decision after the election.

Free selling of the stock of the American Linseed Co. and a decline of 5 points in the price, have given rise to rumors that the management is at outs and that the trust is on the wrong side of the flaxseed market, all of which statements are denied officially by Assistant Treasurer D. W. Trotter.

The business which passed thru the clearing house of the Board of Trade during October aggregated \$5,002,808; compared with \$3,342,000 and \$3,973,000 during October, 1899 and '98. The number of items was 108,355; compared with 92,628 and 105,748. This indicates that the new rules of the Board have been beneficial.

River improvement on a liberal scale will proceed since Judge Chetlain has decided that the issue of \$2,500,000 of bonds for this purpose by the drainage trustees is within their powers. The center pier bridges will now be removed and replaced with bascule bridges to give a clear channel. The narrow and crooked portions of the channel will be enlarged and straightened.

In the second trial of Lloyd J. Smith on the charge of unlawfully shipping grain from a public warehouse without prior cancellation of receipts, the jury on Nov. 4 brought in a verdict of not guilty. The prosecution has still four similar charges on which to prosecute. In view of the disagreement of the first jury and the acquittal by the second the state's attorney may drop the matter.

The inspected receipts of grain at Chicago during October have been 6,498 cars wheat, 15,371 cars corn, 7,368 cars oats, 320 cars rye and 2,749 cars barley. The receipts of oats, rye and barley are less than during October of any of the preceding five years, while those of corn are less than during the preceding four years. The October receipts of wheat were 4,909 cars in 1899, 7,284 in 1898 and 5,829 in 1897.

The noisy members of the Minneapolis Chamber of Commerce who flatter themselves that they have Chicago on the hip in the bucket shop fight and will super-

sede the Illinois city as the greatest speculative wheat market, are counting their chickens before they are hatched. If their endeavors to down the bucket shops fail, the Chicago men know how to regain the business that has gone to Minneapolis, and the Flour City will once more relapse to its previous condition.

In his recent trial Lloyd J. Smith testified: When I was sick the receipts were allowed to accumulate. Nobody was appointed to attend to the financial affairs of the company, and that was the natural result. The assets of the firm were scattered all over the street. I had no idea of the great number of receipts and the shortage until I was informed by State Registrar Daniel Hogan. I place the cause of the accumulation at the door of the secretary. He was neglectful of business and failed to look after affairs in my absence.

Frank J. Carpenter was fatally injured Oct. 30 while leaving an Illinois Central train. When the train stopped the platform of the car was too far in the rear of the station platform, to reach which five passengers squeezed their way between the side of the car and the iron railing. Mr. Carpenter also made the attempt, but became inextricably wedged in. As the car started he was so severely crushed that he never regained consciousness. As treasurer and general manager of the Nye & Jenks Grain Co. he was well and favorably known on the Board and to vessel men with whom he came into contact. His integrity and willingness to help others made him many friends, who regret his sad death. He was 32 years old and had been connected with the company at Boston and Chicago for 12 years.

As to the suggestion of the appointment of a grade inspector by the Board of Trade for the inspection of wheat into regular elevators, which on his approval would be deliverable on contracts for future delivery the warehouse committee of the Board of Trade has reported that such an appointment would be impracticable and would tend to create constant friction between such appointed inspector and the state officials, and, further, we believe that such appointment could not be made without further amending the warehouse act. An early decision on the question of the constitutionality of the amendment to the warehouse act passed by the legislature of 1897 will undoubtedly enable us to suggest such amendments to our rules as would effectually cure the present evil.

The vote of the Minneapolis Chamber of Commerce not to join with the Chicago Board of Trade in the proposed new Exchange Telegraph Co., is a stab in the back. By their refusal to co-operate with the Chicago Board the denizens of the Flour City ally themselves with the bucket shops. While eagerly accepting the great benefit derived this season the Minneapolis commission merchants decline to bear their fair share of the expense and burdens imposed on the Chicago Exchange in its honest endeavors to root out vice. In justice to the honorable members of the northwestern exchange it must be said that they have done all they could to induce their fellow members to see their plain duty. The retiring President, C. M. Harrington, used his best endeavors to further the plans of the Chicago Board.

John Hill, Jr., has detected by an examination of the affairs of the Chicago Ele-

vator Co., that the concern was long 410,000 bushels of wheat on Jan. 1, 1899, which showed a profit of \$18,000. In his report to the Board Mr. Hill says: However, it is very apparent that unwarranted and wild speculative transactions in futures were a source of enormous loss. It was also apparent that these transactions to some extent were carried on surreptitiously and in a manner that leads to the conclusion that they were made for the purpose of a profit to some one in case the legitimate "hedged" of the elevator company should prove unprofitable. I further find that, notwithstanding the policy of the company and the instructions to the manager of the business, the business has been run largely on a speculative basis, and the volume of purely speculative transactions has been enormous.

In the suit of the Central Grain & Stock Exchange to enjoin the Board of Trade from cutting off its quotations, Judge Vail on Nov. 5 has decided in favor of the former. The decision will give new life to the bucket shops over all the country, and is regretted by the members of the Board who have been foremost in the fight. The decision, if upheld, will destroy the monopoly which it was proposed to give, the Exchange Telegraph Co. Judge Vail said: The quotations of the board of trade are charged with a public interest and public policy requires that they should be public. The board of trade has no right to say in advance to any applicant, "You are carrying on an unlawful business. You shall not have the quotations." It is not the province of the board of trade to say who is engaged in an unlawful business. When a thing is affected with a public interest it should be furnished to all alike. If a criminal offense is committed it should be heard by a jury. A court of equity is not organized to enforce the criminal law. Let the injunction be made perpetual. I will leave the case in statu quo so that it may be finally settled by the upper court.

ILLINOIS.

Go to Indianapolis meeting Nov. 20-21. F. M. Love of Etna, Ill., will build an elevator.

Warren & Co. have built an elevator at Scottsburg, Ill.

Cumming's new elevator at Clifton, Ill., has been repainted.

It is said Mathis Bros., of Deer Creek, Ill., will erect an elevator.

Howard Walton of Mayview is erecting an elevator at Urbana, Ill.

A. L. Duncan & Son, of Seaton, Ill., are repainting their elevator.

Murray & Co., of Metropolis, Ill., are building a grain house at Cypress.

J. D. McLean has retired from the Mattoon Elevator Co., Mattoon, Ill.

J. H. Dole & Co.'s elevator at Kirkwood, Ill., will be overhauled and improved.

The next work is to get a grain dealer on the Board of Railroad and Warehouse Commissioners.

Curran & Klein's new corn plant at Springfield, Ill., will consume 2,500 bushels of corn daily.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Richard M. Smith, grain dealer at Col-lison, Ill., was married Oct. 24 to Miss Susan E. Spandau.

The large elevator at Sheldon, Ill., recently had a narrow escape from destruc-

tion by fire which was discovered in the engine room one night and promptly extinguished.

Barnett Bros.' new elevator at Barnett, Ill., will be equipped with a gasoline engine and corn sheller.

Elmer E. Day has exchanged his 40-acre farm for the grain elevator of T. N. Langley at Medora, Ill.

S. A. Hendee, of Bushnell, Ill., has recently improved his 20,000-bushel elevator at Youngstown, Ill.

S. S. Brame has leased the elevator of the Farmers Elevator Co., at Shannon, Ill., for a term of five years.

Frank Peddicord, late of Springfield, has bot an elevator at Colfax, Ill., and engaged in the grain business.

O. E. Field, formerly of Sidney, Ill., has accepted a position with Aguilar & Morales, Ures, Sonorro, Mexico.

John W. Kendall has succeeded A. W. Augspurger as local agent at Farmer City, Ill., for the Cleveland Grain Co.

The addition to the elevator of Risser & Perry at St. Anne, Ill., is to be 24 x 36 feet, and equipped with dump, engine and sheller.

Arthur McLaughlin, of Monmouth, Ill., has obtained permission to erect a grain elevator on the right of way of the C. B. & Q. Railroad.

The Ennes-West Co. has given up the project to build an elevator at Tampico, Ill., the place not promising sufficient business for three houses.

The Tuscola Grain & Coal Co., a farmers' organization, has purchased the elevator of Parker & Ingram on the C. & E. I. Railroad at Tuscola, Ill.

R. G. Risser, Kankakee, Ill.: It has been very pleasant and gratifying to look over the Grain Dealers Journal as it made its periodical visits to my office.

The Tuscola Grain & Coal Co. has been incorporated at Tuscola, Ill., with \$5,000 capital stock. Incorporators, J. C. Collins, A. Meister and Frank Bennett.

J. R. Arnold has taken charge of Rogers, Bacon & Co.'s elevator at Cornell, Ill., in the absence of Fred Greiner, who has gone to New Orleans to look after their interests there.

Jones & Epps, of Metcalf, Ill., recently suffered \$1,000 loss by a high wind blowing off the top of their new elevator. The roof was on, but not the siding. The floor was held down by a large quantity of corn.

Luehrmann, Kopplin & Co. have been incorporated at Altemont, Ill., to deal in grain, coal and stock. Capital stock, \$7,000; incorporators, William H. Luehrmann, F. W. C. Kopplin and A. F. Luehrmann.

A big fight is on among the grain men at Osco, Ill., where J. J. Hadley is doing a good shovel business. It is said he will build an elevator at once. The market has been spoiled in all the territory surrounding.

Ed Putnam, formerly in the grain business at Rossville, Ill., has built 10 houses for the Churchill-White Grain Co., of Chicago, along the I. I. & I. Railroad. He expects again to engage in the grain business at McNabb, Ill., operating one of the company's elevators at that place.

Miles Leach has corn cribs and a portable dump at Cornland, Ill., where he is considered a regular grain dealer. But being regular at Cornland does not entitle him to be considered regular at every other station on earth. Agreeing to pay farmers who load grain into cars for 10

bushels in excess of destination weights may get grain away from the elevator men, but it is not legitimate competition.

G. W. Barnett, the pioneer grain man of Illinois, who suffered a paralytic stroke Aug. 21, is still confined to his bed. He has been continuously engaged in the grain business since 1856, and is 68 years old. He has no children and never was married. He buys grain at several stations in the state.

The people of Sheldon, Ill., have obtained an injunction restraining the Cleveland Grain Co. from operating the oat clippers in its elevator. Altho the plant is equipped with a good dust collecting system the citizens allege that the hulls pass thru the chimney unconsumed and fill the atmosphere with floating soot.

C. E. Flora, of Indianapolis, was in town Tuesday bidding on the new addition which Risser & Perry contemplate building to their old elevator in St. Anne. Mr. Flora will be remembered as the man who built the Hughes Bros. elevator four years ago. Then a young man going with the girls, now married with a family.—Record, St. Anne, Ill.

R. C. Grier, secretary of the Peoria Board of Trade, reports the receipts at Peoria during October as consisting of 65,400 bushels wheat, 2,070,000 bushels corn, 1,135,000 bushels oats, 15,100 bushels rye, 384,000 bushels barley, 2,810 tons millfeed and 3,080 tons hay; compared with 27,350 bushels wheat, 1,495,000 bushels corn, 788,300 bushels oats, 10,800 bushels rye, 244,000 bushels barley, 540 tons millfeed and 5,420 tons hay. The shipments for the month were 21,350 bushels wheat, 555,000 bushels corn, 1,367,000 bushels oats, 9,500 bushels rye, 6,090 tons millfeed, 41,675 barrels of spirits and liquors, 30,460 barrels of syrup and glucose and 230 tons hay; compared with 11,050 bushels wheat, 557,900 bushels corn, 787,400 bushels oats, 1,800 bushels rye, 170,000 bushels barley, 5,335 tons millfeed, 42,090 barrels spirits and liquors, 36,950 barrels syrup and glucose and 70 tons hay during October, 1899.

INDIANA.

C. W. Pierce has opened a grain elevator at Jonesboro, Ind.

Hessian fly is reported in the wheat in the vicinity of Ligonier, Ind.

James Smith of Harrisville, Ind., is improving his grain warehouse.

L. Bishop, of Cutler, Ind., has engaged C. A. Drake to repair his elevator.

J. W. Long has broken ground for the elevator he will erect at Kewanna, Ind.

George W. Friday of Idaville, Ind., has placed a large grain separator in his elevator.

George Finch will manage the elevator just completed at Stone Bluff, Ind., by E. W. Finch.

The E. A. Grubbs Grain Co. will soon have its new elevator at Straughns, Ind., completed.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Madison county dealers are paying too much for corn, in fact more than they can expect to get for it.

William J. L. Noel, a former merchant and grain dealer of Mount Vernon, Ind., died Oct. 27, aged 80 years.

Hugh Murray, of Goodland, Ind., has leased the Ireland Elevator for one year and is repairing the building.

D. M. Maxwell, of New Waverly, Ind., is putting in another stand of elevators. C. A. Drake is doing the work.

I. R. Kennard, of Moran, Ind., is having one of B. S. Constant's No. 7 Corn Cleaners put in by C. A. Drake.

E. W. Connell's elevator at Galveston, Ind., collapsed Oct. 24, scattering 2,000 bushels of corn upon the ground.

David A. Larson, grain dealer, of Pine Village, Ind., was married recently to Miss Margaret J. Littler of Oxford.

Increased business has led C. F. Davison to put in a larger engine and boiler at his elevator at Bluffton, Ind.

Wilson Lavengood, of McGrawsville, Ind., is building an elevator for which C. A. Drake of Flora, is furnishing the machinery.

J. D. Waubach & Co. have completed an elevator at Rolling Prairie, Ind., to replace the one which was burned two years ago.

C. E. Howell has bot the interest of Levi Dooley in the grain and milling business of C. E. Howell & Co., at Danville, Ind.

The Western Indiana Division of the G. D. N. A. will hold a meeting at Indianapolis during the meeting of the National Association.

J. D. Waubach, Rolling Prairie, Ind., Nov. 2: Corn crop is the best here in years. Clover seed about 1-4 crop, not enough for home use.

Elevators in the vicinity of Shelbyville, Ind., are gorged with corn. Farmers are marketing freely and the shippers are unable to obtain cars.

E. J. Buckhanan of Grass Creek, Ind., is having his elevator repaired by C. A. Drake, who is putting in new machinery and 20-h. p. gas engine.

R. J. Pleas, formerly doing a scoop shovel grain business at Dunreith, Ind., has accepted a position as buyer for a firm operating at adjacent stations.

T. A. Adams, of Bunker Hill, Ind., has just finished repairing his elevator. A new 25-h. p. engine, 3 Constant Feeders, and one new stand of elevators with 8 x 17 cups were put in.

Every regular grain dealer of Indiana is expected to attend annual meeting of Grain Dealers National Association in Board of Trade Indianapolis, Nov. 20-21. See program elsewhere.

Grain inspections at Indianapolis during October exceed those of any previous October for several years. During the last week of the month the receipts were 598 cars of wheat and corn.

Walter Colvert, an employee at Armstrong's elevator, Attica, Ind., was found dead one morning on the third floor. His head and face were crushed, and it is supposed he was caught in the belting.

Moses Cranor, a pioneer grain dealer of Sycamore, Ind., died recently aged 68 years. He was a man of strong convictions. He died on the same farm that he cut out of the wilderness inhabited by Indians.

The elevator at Winchester, Ind., operated by the late J. W. Bishop, has been sold by the executor of his estate, John R. Engle, to S. D. Coats and J. E. Hinshaw, who have taken possession and will run the plant.

A well-attended meeting of the regular grain dealers of Allen county was held in Ft. Wayne, Oct. 25, and Maurice Niezer of Niezer & Co., Monroeville, was elected permanent chairman of the county and will represent the county on the Board of

Managers of the Northeastern Indiana Division of the Grain Dealers National Association. With a little earnest effort on the part of the other county chairmen the Division will soon be in working order.

The country jobber who makes a practice of flim-flamming shippers will soon be found out. Shippers who are robbed do not keep their troubles to themselves. When an unsavory reputation is once established it takes a large premium to buy from the knowing ones.

W. H. Miller and David Kern of Frankfort, who recently bot the elevator of Kerlin & Ryan, have taken possession and will remove their families to Flora, Ind. T. J. Ryan, who has managed the business for the retiring firm, will remove from Flora to Delphi, Ind.

IOWA.

G. C. Hulbert is an irregular dealer at Conrad, Ia.

William Lang is scooping grain at Remsen, Ia.

J. H. Gwynn, of Yorktown, Ia., will build an elevator.

George Lash, of Elwell, Ia., is loading cars with a scoop shovel.

The Lehan Grain Co., of Dunlap, Ia., is erecting a hay warehouse.

D. K. Unsicker, Wright, Ia., Oct. 29: Corn good in this vicinity.

E. Reichert, Farragut, Ia., Nov. 8: Corn abundant; quality poor.

C. H. Goodenow, of Wall Lake, Ia., is doing a scoop shovel business.

J. J. Morgan is said to be shoveling grain into cars at Keswick, Ia.

Henshaw & Ringler will soon occupy their new elevator at Atlantic, Ia.

Fred Hite is trying to do a scoop shovel grain business at Shellsburg, Ia.

J. A. De Cou, Woodbine, Ia., Nov. 8: Much corn moulded and some sprouted.

W. Mains, Silver City, Ia., Nov. 8: Corn has the dry rot; too much moisture.

Medberry & Darnell have succeeded Clary Bros., grain dealers at Hornick, Ia.

John Burke has leased the elevator at Riceville, Ia., of the Hunting Elevator Co.

L. H. Noyes, of Mondamin, Ia., has no facilities, and is scooping the grain into cars.

E. S. Correll, of Adel, Ia., is attempting to conduct a scoop shovel grain business.

Mr. Christie, of Meriden, Ia., is attempting to do a scoop shovel grain business.

L. G. Beale will build a modern elevator on the site of the one burned at Gilman, Ia.

J. S. Williams has overhauled the machinery and shafting in his elevator at Paton, Ia.

Alger Smith has taken charge of the grain business at Galt, Ia., for Counselman & Co.

Fire at Muscatine, Ia., recently destroyed the warehouses of the Muscatine Oatmeal Co.

W. A. Smith of Koedale, Ia., is operating a scoop shovel grain business at California Junction.

The erection of an elevator at Lohrville, Ia., is contemplated by Mr. Johnson of Milwaukee, Wis.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Noah Winkleman, of Bacon & Winkleman, is annoying the regular dealer at

Lacey, Ia., by buying and scooping grain into cars.

The old elevator at Winterset, Ia., has been rented by C. Campbell, miller, who will make repairs.

Payne & Sargisson are erecting an elevator 80 x 90 feet on their ranch in Woodbury Co., Ia.

The Farmers Co-operative Association of Ames, Ia., is loading grain into cars with scoop shovels.

Jack McWhirter, grain dealer at Everly, Ia., is said to contemplate erecting an elevator at Hartley, Ia.

Gill & Moore, of Prairie City, Iowa, are raising their elevator and making repairs on the foundation.

An elevator of 20,000 bushels capacity is being erected at Mondamin, Ia., by the Trans-Mississippi Grain Co.

John Perkins has no regular facilities for handling grain at Hughes, Ia., and is termed a scoop shovel shipper.

D. H. Stuhr of the D. H. Stuhr Grain Co., Davenport, Ia., and his son, E. W. Stuhr, were in Chicago last week.

Bert Martine has been placed in charge of the elevator at Truesdale, Ia., for the St. Paul & Kansas City Grain Co.

Wells Bros., of Laurens, Ia., have bot the Counselman Elevator at Curlew, Ia., and placed Sam Eastin in charge.

William Adamson of Malone, Ia., and Arthur Adamson of Keswick, Eng., will erect a grain elevator on leased ground.

The Hartley Grain Co.'s elevator and the Shervis Elevator at Sheldon, Ia., will be removed to the Rock Island tracks.

William Thomas, of Watertown, S. D., has bot the elevator of Jo Hardie at Wallingford, Ia., and takes possession Nov. 10.

E. W. Sheldon & Co. have just completed a 10,000-bushel elevator at McPaul, Ia., and placed M. Ambler in charge.

The new elevator of Nye & Schneider Co. at Parkersburg, Ia., is equipped with all modern machinery including the Hall Distributor.

Henry Eggink, who has been engaged in the produce business at Sioux Center, Ia., has bot the elevator of Hillmer Bros., at that place.

King & Ford, of Maurice, Ia., are rearranging their elevator plant with a view to convenience. A new gasoline engine has been installed.

Dealers in the central part of Iowa are developing a sentiment in favor of fitting out their buildings to handle ear corn and shell in the building.

A. R. McCoon & Co., of Hawkeye, Ia., will erect a 25,000 bushel elevator with gasoline power, and have let the contract to Younglove, Boggess & Co.

J. R. Harris, Northboro, Ia., Nov. 8: Corn pool quality; blown down; fields so muddy farmers get stuck. Corn spoiled by dry rot and too much moisture.

B. A. Lockwood, of the B. A. Lockwood Grain Co., Des Moines, Ia., was in Chicago last week, with his wife, on their way home from a month's visit in the east.

Charles F. Davis, of Davis & Anderson, Pope Junction, Ia., will build a 2,000 to 3,000-bushel elevator, with two legs and two dumps, to be operated by horse power.

The Northwestern Iowa Grain Co., of Mason City, which has been operating a lumber and coal yard at Rake, Ia., has now purchased the 35,000-bushel elevator at that place of Fleming Bros. This

house is cribbed and equipped with a gasoline engine.

H. A. Bechtel of Des Moines, has bot the elevator and lumber business at Bayard, Ia., of Scott Horine, who will actively engage in the insurance business at Des Moines.

Hanson & Co., of Dakota, have bot the elevator at Salix, Ia., of E. E. Huntley, who will remove to Omaha, Neb. Nelson & Cook, of Volga, S. D., also are said to have purchased the plant.

The new elevator at Davenport, Ia., erected by George Seaverns, of Chicago, was placed in operation Oct. 23. The house has 1,500,000 bushels capacity, and is the centralizing point for the grain bot by Mr. Seaverns in the west.

W. G. Sherman, Riverton, Ia., has a new office and a brick engine house. A new boiler has been put in to supply steam to the 25-h.p. Frost engine. The cob house is over the engine room.

J. R. Graham, Hastings, Ia., Nov. 8: Not one-half of the corn will grade, even by careful sorting; dry rot the cause. Many ears are sprouted at the butts; one bushel of rotten ears to a wagonload.

J. W. Sexton, of Bridgewater, Ia., died Oct. 25 of inflammatory rheumatism. He was 45 years of age, and had been engaged in the grain business at that place for seven years. A wife and two children survive him.

H. B. Platt, of Berlin, Ia., is receiving bids and showing them to farmers, altho he has sold out and has not shipped any grain this year. Track buyers who send him bids are wasting postage and making trouble for regular dealers of that district.

W. J. Graham is erecting the elevator at Nassau, Ia., and not W. J. Granan, as stated. The elevator is 20 x 24, and 30-feet high, cribbed with 2 x 4, capacity 10,000 bushels. An equipment of modern machinery will be driven by a gasoline engine.

The D. K. Unsicker Grain Co. has been dissolved by mutual consent. J. E. Kennell, the junior member, retains the elevators at Fremont and Butler, Ia., while the senior member retains the elevator at Wright, Ia. Since the business was established in 1896 it has been a profitable venture for both, and would have been continued but for other pressing business of Mr. D. K. Unsicker. Mr. Kennell will remodel the elevator at Fremont, putting in new machinery and increasing the capacity to 40,000 bushels.

KANSAS.

Sherrard & Son, grain dealers of Oneida, Kan., contemplate building an elevator.

Advices from Topeka, Kan., are that the Hessian fly is present in the Solomon Valley.

H. Rages & Son, of Renfrow, Okla., have located their main office at Winfield, Kan.

Tudor & Co.'s new elevator, the third built this year at St. Johns, Kan., has been completed.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Coleman & Lanning, of Denison, Kan., have placed a brick and stone foundation under the engine in their elevator.

Wm. W. Lockwood, of Winfield, Kan., is rebuilding Kramer Bros.' big elevator at Wellington, Kan. The old friction clutches and car puller are being replaced

by new. A new wire cable drive will be furnished by Mr. Lockwood.

R. F. Coates and William Chatten are interested in a project to erect an elevator costing \$10,000 at Wichita, Kan.

The elevator and mill of J. J. Boskirk on the Missouri Pacific at Frederick, Kan., were burned Nov. 3. Loss, \$6,000.

James Hawley's new elevator at Potter, Kan., was burned Oct. 22, while Mr. Hawley was absent in Atchison. Loss, \$5,000.

Leoti, Kan., will have two new elevators. One is being erected by Hall & Robinson of Kansas City, and the other by L. S. Dickey of Leoti.

The Miller Grain Co., at Bluff City, Kan., is replacing the foundation under the 10,000-bushel bin which was moved to be replaced by an elevator.

Robert Reid, secretary and treasurer of the Greenleaf-Baker Grain Co., Atchison, Kan., died Nov. 1. He had been connected with the firm for ten years.

Part of Kramer Bros.' elevator at Wellington, Kan., collapsed Nov. 1, dumping 15,000 bushels of wheat on the ground. The construction of the elevator was faulty.

O. C. Mardis soon will begin the construction of a 50x50 foot elevator at Anthony, Kan., for the Miller Grain Co. Mr. Mardis has superintended the erection of six elevators for this firm during the past six months.

J. M. Miller, Anthony, Kan., Oct. 29: The growing wheat is looking excellent and will afford an abundant pasture for the Kansas herds this winter. Seeding is about completed. Old settlers predict a record breaker of a crop for next year. The corn crop is being gathered; very little is put on the market. The grain trade has received a knockout blow in this part on account of the car famine. A box car is a rare curiosity in this section.

A. H. Bennett of Topeka, Kan., is forming a stock company with \$100,000 capital to build a large grain elevator at that place. Mr. Bennett is familiar with the opportunities for a profitable elevator business, having been connected with the old Capital Elevator Co., and its successor, the French-Bennett Grain Co. One-fourth of the capital has been subscribed, and other grain dealers are asked to join the company. The plant is to have a handling capacity of 50,000 bushels daily, with loading and unloading tracks on two railroads, and two large cleaners, one for each road.

MICHIGAN.

The delayed frosts were good for the bean crops.

John Wahl of Monroe, Mich., has placed his elevator in operation.

E. B. Knapp has erected the frame for his new elevator at Coleman, Mich.

C. A. Burks & Co. received a record-breaking car of corn lately at Detroit.

John Crapser has purchased the elevator at Grand Blanc, Mich., occupied by G. R. Parker.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

F. B. Spear & Sons of Marquette, Mich., have equipped their elevator with a Willford 3-roller Feed Mill.

Split pea merchants held a convention at Port Huron, Mich., recently to consider prices and trade prospects.

Business is so brisk at Hamlin Bros.' elevator, Lennon, Mich., that they have

employed a third man, Myron Frasier.

The elevator of McLaughlin & Ward at Leslie, Mich., caught fire recently, but the flames were promptly extinguished, with small loss.

Green & Pettibone of Corunna will lease the new elevator built at Kerby, Mich., by Tod Kincaid, when completed, and run it in connection with the old elevator.

It is said the Big Four Railroad, which now owns a 50,000-bushel elevator at St. Joseph, Mich., will begin the construction of a 200,000-bushel elevator, to be operated in connection with a proposed steamer line to Milwaukee.

To hand-pick this year's crop of beans 5 pounds must be taken out of each bushel, compared with only one pound last year. This consumes more time and reduces the output of picked beans.

C. W. McCallum has leased ground at Bridgeport, Mich., from the Pere Marquette Railroad Co., on which to erect a grain elevator. The contract has been let to George Beckley, of Flint, Mich., and construction has begun.

Nothing has been done by the McMorran Milling Co. toward rebuilding the burned elevator and mill at Port Huron, Mich. The company has equipped an old building with modern and complete machinery for the manufacture of split pea products.

An automatic bean picker has been installed in the elevator of McLaughlin Bros., at Holly, Mich. It is a great labor-saving device. From a hopper the beans are fed over rubber rollers revolving at the rate of 200 revolutions per minute. The good beans, being smooth and round, pass on, while the poor ones, being rough and ill-shaped, are drawn thru between the rollers. The machine will handle 500 bushels per day.

MINNESOTA.

The Western Grain Co., of Winona, Minn., is erecting cribs at Osman and Knierim.

W. W. Fletcher of Pipestone, Minn., has placed a new 8-h.p. gasoline engine in his elevator.

The O'Neill Grain Co.'s flour mill at St. Charles, Minn., has been purchased by Anding & Schnell.

G. A. Swan of Alden, Minn., has equipped his elevator with an improved grain cleaning machine.

Harry M. Case, Alden, Minn.: I find the Grain Dealers Journal to be up-to-date and am much pleased with it.

W. H. Deen will succeed the late L. B. Stowell as manager of the Marfield Elevator Co.'s house at Minnesota, Minn.

The speculative trade in grain futures on the Minneapolis Chamber of Commerce is nearly three times as large as a year ago.

Charles I. Freeman has succeeded Clem O'Neil as local manager of the elevator at Walnut Grove, Minn., for the Finch-Parker Co.

A. C. Ridemour, of Sulphur Springs, Ia., has succeeded J. W. Dowding as agent for the Western Grain Co., at Steen, Minn.

The elevator and mill at Plato, Minn., operated by the Plato Milling Co., were burned Oct. 16. Loss, \$15,000; insurance, \$10,000.

A. B. Stickney and a majority of stockholders have applied to the court for a winding up of the affairs of the Stickney Warehouse Co., of St. Paul, Minn., which was formed in 1885.

By a vote of 55 to 169 the Minneapolis Chamber of Commerce rejected the proposition of the Exchange Telegraph Co. and the Chicago Board of Trade.

Pending the erection of the new elevators at the new town of Wallers, Minn., on the Burlington, near Alden, grain is being shoveled from wagons into cars.

A. C. Sorenson has resigned his position as grain buyer for the W. W. Cargill Co., at Albert Lea, Minn., and will be succeeded by Mr. Sorenson's son-in-law.

M. M. Guthrie of Blooming Prairie, Minn., has let the contract to Younglove, Boggess & Co., for the construction of a 20,000-bushel house with 5-h.p. gasoline engine.

T. A. Sammis will manage the State Elevator Co., of Minneapolis, Minn., in which he has but an interest. He succeeds C. E. Thayer, who has resigned to take a needed rest.

A state weighmaster will be stationed at the new 50,000-bushel elevator which Loftus & Kerwin are building at St. Paul, Minn., for the handling of coarse grains, feed and meal.

Duluth continues to agitate a change in the rules for inspecting flaxseed to correspond with the Chicago system, so that a larger percentage of the crop may be deliverable on future contracts.

Fire at Minneiska, Minn., Oct. 24, destroyed the elevator of the Farmers Elevator Co., with 1,200 bushels of grain, and the warehouse of the American Malting Co., with 300 bushels of grain. Loss, \$18,000; partly insured.

Minneapolis millers are handicapped by their market for wheat being higher than other markets this season instead of lower, as formerly. The Minneapolis price is said to be held up by speculation and the short crop in tributary territory.

The McHugh-Gardner Elevator Co. has been incorporated at Duluth, Minn., to transact a general elevator and grain business. Capital stock, \$50,000. Incorporators, S. R. Gardner, George W. Gardner of Duluth, and Patrick McHugh of Langdon, N. D.

The Goodhue Farmers Elevator Co. has settled its suit against John O. Davis, manager of the elevator at Goodhue, Minn., for the profits of the business, amounting to \$3,538. The agreement was that Mr. Davis should receive 1 cent per bushel, but for six months it is said he retained all of the profits. A further claim for \$1,500 has been dropped.

In his annual report the retiring president of the Minneapolis Chamber of Commerce, C. M. Harrington, who has served continuously for 16 years as director, vice-president and president, said: The annual statement of business shows a slight falling off in the cash grain receipts, but the increase in futures makes up for it many times over, and our total volume has grown immensely during the past year. The building question has finally been settled and the crop of 1901 will undoubtedly be handled in a building suitable to our requirements. It is hoped that, with good facilities for doing business, we can continue to progress and do our work with some degree of comfort. The greatest evil we have to contend with today, and in the future, is the bucket-shop, an institution that has cast discredit on legitimate exchanges and has been the means of serious loss to the public. There are thousands of them in this country, and if the trades they pretend to make were put on the open market, it would vastly increase the volume

of business and tend to advance prices. The Chicago board are doing much to close up the places of this character and many have gone out of business. The board of trade is receiving the support of the federal courts and all outside exchanges ought to co-operate with them in their efforts. One of the best aids to accomplish this is the new Exchange Telegraph Co., which will be controlled by members of exchanges, and they can thus say who shall have the legitimate quotations and who shall not. This Chamber of Commerce will, before many years, have the same fight on its hands in order to protect its business, as the bucket-shops will substitute our quotations for those of Chicago and then the orders will stop there instead of coming on the market, as at present.

MISSOURI.

Eskew & Zimmerman, of the City Feed Mill, La Belle, Mo., have installed a 10-h.p. gasoline engine in their plant.

The St. Louis Merchants Exchange has formally refused to contract with the Exchange Telegraph Co., of Chicago, as desired by the Chicago Board of Trade.

A bucket shop fight of its own has been started by the St. Louis Merchants Exchange in instructing the telegraph companies not to supply quotations to any one without the permission of the Exchange.

The Cleage Commission Co., of St. Louis, Mo., is said to be operating a get-rich-quick scheme. It is alleged that dividends of 10 per cent monthly are paid out of profits made by dealing in wheat and corn and puts and calls.

M. B. Sherwood, Brashear, Mo., Nov. 3: Late rains have caused an excellent growth of wheat in northeastern Missouri. Two-thirds of a corn crop is being gathered in many counties. Corn has advanced from 30 to 35 cents a bushel. Quite a large amount of cane seed has been threshed at this place.

Government crop report, Missouri, Nov. 1: Wheat sowing has been completed, except in a few of the southeastern counties; the seed has germinated well and the plants have made excellent growth. In many of the eastern and southern and a few of the northwestern counties wheat fields are reported infested by hessian flies and some early sown fields have been greatly damaged. Should warm weather continue much further damage may be done by this pest. There is also some complaint that early sown wheat has grown too rank, but in general the crop is in excellent condition. Rye and fall sown grasses have also done well.

NEBRASKA.

W. C. Moore, of Exeter, Neb., has reopened his elevator after being closed a month to make repairs and install new machinery.

E. Soderman, manager Bertrand Farmers Business Association, Bertrand, Neb.: There is no crop to handle here, on account of drought.

R. M. Tidball, the new grain dealer at Havelock, Neb., has bot a new location for the office building formerly occupied by M. D. Andrews.

The order for the distributing device for the new plant of the Westbrook Grain Co. of Albion, Neb., was placed with the Hall Distributor Co. of Omaha.

NEW ENGLAND.

W. H. Nason & Co. have opened a grain store at Springvale, Me.

Benjamin Callander has bot the grain store of Clyde Baker at Hill, N. H.

W. C. Bliss has bot the grain and coal business conducted for many years at Coldbrook, Mass., by his father-in-law, J. A. Pierce.

Charles J. Andrews has bot the grain business of Luey & Lamson at Millers Falls, Mass.

Lawrence Bros., grain dealers of Falmouth, Mass., are erecting an addition to their grain store.

W. W. Butman & Co., grain dealers of Lynn, Mass., have made an assignment to W. H. Southwick.

The pastime of throwing samples of grain and flour at one another will no longer be indulged in by members of the Boston Chamber of Commerce. The powers that be have set the seal of their disapproval on the practice by recently fining three offenders \$5 apiece.

Edward P. Merrill, grain broker, Portland, Me., writes: The thing that troubles the trade is four days' limit cars on track. Mill feed is selling slowly; fall pasturage is good. Of oats a fair supply on hand. There will be a good demand on corn within a week. The new corn thus far is coming forward in fine shape.

NEW YORK.

The location of the proposed great linseed oil mill to be erected by Spencer Kellogg, of Buffalo, N. Y., has been changed to New York City.

The mayor of Buffalo, N. Y., has indorsed the petition of the Western Elevating Association that the Council deepen the harbor and river.

Charles H. Van Arman, of Lansingburgh, who for several years was employed by O. Boutwell & Son, grain dealers at Troy, N. Y., died recently, aged 57 years.

W. B. Gallagher, the wet grain man of Buffalo, N. Y., recently bot 4,925 bushels of wet corn in one lot and 470 bushels in another, from boats arriving aleak at that port.

Buffalo's aldermen have requested the corporation counsel to give an opinion as to the duty of the Dakota Elevator owners to pay for the removal of the burned grain that obstructs the Blackwell Canal.

The New York Produce Exchange advises charterers, in order that difficulties may be avoided in Avonmouth-Bristol full grain charters, to specify that discharges shall be made in accordance with the clause in the American Parcels Contract of 1900, known as the "new terms" contract.

The Milton Rathbun Co. has been incorporated at New York, N. Y., to deal in grain and hay. Capital stock, \$100,000; incorporators, Milton Rathbun, F. J. Lennon and W. H. C. Delano, all of New York. Mr. Rathbun is the grain dealer who recently achieved considerable newspaper notoriety by an extended fast.

The owners of the burned Dakota Elevator Co., at Buffalo, N. Y., are having trouble to collect the \$60,000 of insurance due on account of loss of use and occupancy. The insurance companies allege that the elevator is still a member of the pool, and as such is receiving its proportion of the profits, the same as if the elevator was in operation.

New rules governing grain operations have been submitted by a committee of the New York Produce Exchange. The term "immediate shipment" shall mean that shipment shall be made within three business days from the date when shipping directions have been received by the seller. The term "quick shipment" shall mean that shipments be made within five business days from the date when shipping instructions have been received by seller. The term "prompt shipment" shall mean that shipment shall be made within ten days (exclusive of Sundays) from the date when shipping directions have been received by the seller. It shall be understood where no specification of shipment is named in contract "prompt shipment" shall apply. In all sales of grain and feeds by carloads for future delivery a carload of oats shall be deemed to contain 1,500 bushels, of corn 900 bushels, of wheat 800 bushels, of rye 800 bushels, of barley 1,000 bushels; of mill-feeds in sacks, 40,000 pounds; of mill-feeds in bulk, 30,000 pounds.

NORTHWEST.

Mager's new elevator at Walhalla, N. D., has been completed.

Stephen Cahill of Frederick has leased Bickelhaupt's elevator at Aberdeen, S. D.

W. C. Leistikow, of Grafton, has purchased the Hogg Elevator at Walhalla, N. D.

The Cargill Elevator Co., it is said, will erect a new elevator on the site of the present one at Colman, S. D.

J. H. Fitzgerald of Geneseo, N. D., informs us that he has sold his elevator to Podhola & Nechas of Lidgerwood, N. D.

Mr. Stonedahl, buyer for the Farmers' Elevator, has resigned to do business for the National Elevator Co., at Cummings, N. D.

E. G. Anderson of Aberdeen, S. D., recently had his hand painfully lacerated while adjusting elevator cups at his warehouse.

Booher & Knapp of Armour have contracted with Younglove, Boggess & Co., for the construction of a 25,000-bushel elevator at Platt, S. D.

Elevator locations have been selected on the new Casselton-Dickey line of the Northern Pacific railway, by Superintendent Wilson and a party of grain men.

OHIO.

William Brugman has taken charge of the elevator at Mortimer, O.

C. G. Campbell, of Atlanta, is building an elevator at Kinderhook, O.

Charles Curry, of Rochester, O., is said to be erecting an elevator.

J. G. Hunter's elevator at Cloverdale, O., was burned Oct. 16. Insured.

Wes Hardman's new elevator at Cable, O., is rapidly nearing completion.

C. N. Brown has resigned the management of the elevator at Portage, O.

Phil Daub, of Millersville, O., has built additional crib room at his elevator.

Woodcock's elevator at Urbana, O., was recently slightly damaged by fire.

Houston & Hill, of East Liverpool, O., contemplate erecting an elevator at Alliance.

Magee & Poffenbach of Elmore, O., have the frame of their new elevator erected.

George Smith of West Unity will erect an elevator at Kunkle, O., to be run by William Creek.

Frank Wood and Xerxes Farrar have bot the elevator at Lilly Chapel, O., of Paul G. Wood.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Fire at Scott, O., Nov. 6, destroyed the grain elevator of J. W. McMullen. Loss, \$15,000; partly insured.

Edgar E. Shulze of Circleville, O., has engaged in the grain business with his uncle, Charles E. Groce.

Burglars entered the elevator of E. L. Greeley & Co., at East Liberty, O., pried open the safe and stole \$500.

H. G. Pollock of Middle Point, O., has his new and conveniently arranged elevator completed and in operation.

Chamberlain Bros., of North Lewisburg, O., have bot the grain house at that place of Wilson & Townsend.

Molland & Wright have bot the elevator at Colby and will erect another at Bellevue, O., on the Lake Shore Railway.

Baldwin & Elliott, West Liberty, O., Nov. 3: Corn coming in in good shape; about 1,500 bushels a day. Wheat looking fairly well.

Dunlap Bros. are building a three-story elevator of 10,000 bushels capacity at Alger, O. They are cribbing a large amount of good corn.

C. F. Barnhouse of Morrill, O., expects to build a 20,000-bushel addition to his elevator at that place to accommodate his increasing business.

J. W. McMillen has bot the interest of Mr. Sluterbeck in the elevator being built at Van Wert, O. The new firm will be McMillen & Willmore.

H. N. Christy charges that he did not receive fair treatment from the Cincinnati Chamber of Commerce, which suspended him for six months for not paying a bill.

Fire at Enon, O., Oct. 25, destroyed the large elevator owned by the Big Four Railroad and operated by John S. Harshman, who owned the grain and machinery. Loss, \$12,000; insured. Mr. Harshman is rebuilding.

The McQuillan Grain Co. has been incorporated at Cincinnati, O., to deal in grain and hay. Capital stock, \$5,000. Incorporators, W. R. McQuillan, W. J. O'Dell, George H. Staples, J. V. Costigan and John Maxwell.

Corn has matured well and is being husked and cribbed in fine, dry condition. The prospect generally indicates a large product, though some few correspondents report the crop as not husking out as well as was anticipated.

The Cleveland Chamber of Commerce has arranged for the official weighing of grain. In addition to the force of five grain inspectors the Chamber has employed 12 to 15 men to weigh the grain and give certificates of weight.

Risser & Good, of Jenera, O., inform us that they contemplate putting in a new dump, sheller, cleaner and two elevators, and generally overhauling the machinery and building, and will have the best house in the county. They are the only dealers at that place.

Reynolds Bros., of Toledo, O., have recently purchased 220 shares of Wabash Elevator Stock. The Toledo elevators are making more money now than they have in years. At the recent meeting of the stockholders of the Wabash Railroad at New York, Colonel S. C. Reynolds was unanimously re-elected a director of the railroad company.

Ohio State crop report, Nov. 1: After the very disastrous wheat harvest it is not surprising to find the estimated wheat area seeded this fall, for next year's harvest, to be considerably reduced com-

pared with the area put in last fall, the estimate being but 79 per cent., or a shortage compared with last fall's seeding of 562,593 acres, and based on a fair average product per acre, this would represent about 8,000,000 bushels of wheat. The long-continued dry, warm weather has been very propitious for the preservation of fly, and farmers long delayed seeding, in the hope of avoiding the pest, and many finally abandoned wheat seeding for fear of destruction by this insect that was being so comfortably nursed by the favorable weather conditions. Most of the wheat went in very much later than usual, and at this date, Nov. 1, a greater portion is not up and, because of this fact, condition cannot be estimated on the total area seeded. The earlier sown wheat that is up is being worked upon by the fly, in many localities to a very considerable extent. Reports indicate that in the late sown wheat the plant is not being so much affected by fly, and frost may destroy the pest before it can get fairly to work on this. The affected early sown wheat and the tender late sown, places the crop, for the state, in poor condition for going into winter, and with this condition a severe winter would work much damage. By reason of some of the conditions here referred to, a low wheat estimate is reported. The acreage of winter barley is fair as compared with an average. Very much the greater portion of the crop in Ohio is of spring seeding. Rye shows an estimated area of 109 per cent as compared with an average. In many counties the increase is above 25 per cent and as high as 50 per cent, which very great increase is occasioned by farmers sowing much less wheat than usual. The plant shows a very fair condition at this time.

PACIFIC COAST.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Ione Milling and Elevator Co. has been incorporated at Ione, Ore., with \$25,000 capital stock, by J. A. Wooley and others.

Henry T. Emery, secretary of the San Francisco Merchants Exchange, died Oct. 25, after a brief illness. He was a retired shipmaster of the old school.

Millers of the Willamette Valley are shipping in wheat from eastern Oregon, as farmers are not marketing freely and the grain must be had to fill orders for flour.

William E. Spicer has been arraigned at Portland, Ore., for trial on the charge of removing grain from a warehouse and not accounting for the proceeds, amounting to \$4,050.

Another large grain warehouse will be built at Tacoma, Wash., by the Northern Pacific Railroad Co., and turned over to Balfour, Guthrie & Co., grain exporters, under a 20-years' lease. It will adjoin the present warehouses. The building will be 500x148 feet, and work is to begin within two months.

A. G. McAdie, director of the United States weather bureau, says, in his report of Oct. 29: In all sections where the precipitation had been sufficient to render cultivation practicable and profitable the work of plowing and seeding progressed rapidly. Farmers are taking advantage of the favorable conditions to prepare for an unusually large acreage of grain. Should these favorable conditions continue, it is probable that the acreage sown to wheat, barley and oats will be

greatly in excess of last season's. Early sown grain is up and looking vigorous in many places.

PENNSYLVANIA.

H. H. Finn has commenced doing business at his new grain store, Uniondale, Pa.

Smithlin & Schumacher, of Fairview, Pa., are enlarging the feed mill of their plant.

M. W. Miner, grain dealer and miller, of New Cumberland, Pa., has been seriously ill for some time.

Plans have been completed by local architects for a large elevator to be erected at Philadelphia, Pa., by the Atlantic Export Co.

Grain exports from Philadelphia from Jan. 1 to the end of October have been 30,121,000 bushels, a gain over the whole of 1899 of 3,000,000 bushels. Vessels are under charter to carry 3,000,000 bushels more.

SOUTHEAST.

The H. T. Hackney Co., of Knoxville, Tenn., is erecting a large warehouse for hay.

Jack Bryan, of Guthrie, Ky., has rented a building and will deal in grain and produce.

Directors of the Steel Elevator and Warehouse Co., Nashville, Tenn., are considering plans for the enlargement of the elevator.

The Baltimore Chamber of Commerce may reduce the limit of membership from 1,000 to 400 and raise the price from \$250 to \$500. Action will be taken by the director's Nov. 12.

William F. Wheatley, secretary of the Baltimore Chamber of Commerce, reports the exports from Baltimore from Jan. 1 to Nov. 2 as 2,561,000 barrels flour, 3,643,380 bushels wheat, 30,494,000 bushels corn, 3,391,000 bushels corn and 34,000 bushels rye; which is in all respects a very considerable decrease from the record for the corresponding time of 1899.

Fire at Henderson, Ky., at midnight Oct. 30, destroyed the grain elevator and warehouse of Aaron Waller & Co., together with 20,000 bushels of corn in the elevator and 60,000 bushels of wheat in the warehouse. The fire was discovered in the elevator building, and as the machinery was running at the time, it is supposed to have been caused by friction. The books and office files were saved. Loss, \$125,000; insurance, \$72,000.

SOUTHWEST.

E. M. Perdew, of Ranchmen's Milling and Elevator Co., Hooper, Colo., Oct. 26: Wheat offerings are light. The wheat growers of this valley are holding for a better market. The estimate of the San Luis Valley wheat crop this year is placed at 1,500,000 bushels.

R. McMillan, chief inspector of the New Orleans Board of Trade, reports the exports from New Orleans for October as 1,463,000 bushels corn and 1,140,000 bushels wheat; compared with 2,858,000 bushels corn, 1,237,000 bushels wheat and 182,000 bushels oats, for October, 1899.

Hy. H. Smith, secretary of the New Orleans Board of Trade, reports the movement of rice at New Orleans as follows: Receipts, rough rice, 541,118 sacks; clean rice, 1,014 barrels, during August, September and October. The shipments

were 329,381 sacks rough rice and 1,014 barrels clean rice. For the corresponding months of 1899 the receipts were 596,170 sacks rough and 2,178 barrels clean rice; and the shipments 492,178 sacks rough rice and 121,304 barrels clean rice. The stock on hand Nov. 1 was 112,122 sacks rough, 15,461 barrels clean No. 1 and 812 barrels clean No. 2; compared with 132,611 sacks rough, 20,299 barrels clean No. 1 and 1,180 barrels clean No. 2, on Nov. 1, 1899.

TEXAS.

H. K. Greever, of Vernon, Tex., contemplates erecting an elevator.

A. S. Lewis has removed from Weatherford, Tex., to Waco, to look after his grain business.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Moore-Carter Canal Co. has been formed at Houston, Tex., with \$300,000 capital, to grow and handle rice. W. C. Moore, president.

Corn sold at 65 cents per bushel at Corsicana, Tex., recently, because farmers were too busy to gather it, thus causing a local scarcity.

Cannedy, Peters & Bass, Caddo Mills, Tex., inform us that Massay, Stewart & Hise, grain dealers of that place, have discontinued the business.

Cannedy, Peters & Bass, Caddo Mills, Tex., Nov. 3: Forty thousand bushels of oats now stored. Wheat about all sold. Prospects for large crop the coming season.

The Hubbard City Mill and Elevator Co. has been incorporated at Hubbard City, Tex. Capital stock, \$10,000. Incorporators, J. H. Roper of Itasca, J. H. Wombwell and N. F. Oldham of Hubbard City.

The exports of grain from Galveston, Tex., this season up to Nov. 1, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade, were 2,358,000 bushels of wheat and no corn, compared with 4,382,000 bushels of wheat and 1,047,000 bushels of corn for the corresponding period of last season.

WISCONSIN.

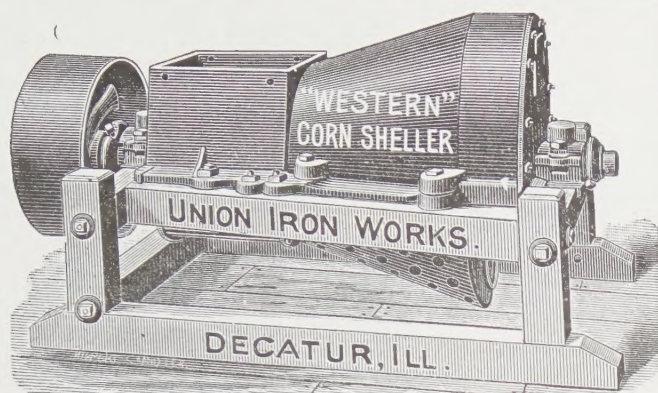
Zuill & Hawes of Whitewater, Wis., have made some improvements at their elevator and warehouse. A new dump scale has been put in.

N. B. Helmer, of Fond du Lac, Wis., whose elevator and mill were burned recently, has bot the mill of R. F. Allen and will form a stock company.

Fire at Janesville, Wis., Oct. 27, damaged the elevator of J. F. Spoon & Co. to the extent of \$1,600. The machinery and stock was insured for \$1,400. The 2,000 bushels of grain was damaged by water.

H. E. Jordan, of Onion River, Wis., has closed his elevator to make needed repairs. Improvements will also be made, and the elevator legs will be equipped with larger cups to handle grain faster.

J. P. Barnum, of Hunting Elevator Co., La Crosse, Wis., Nov. 3: Winter wheat and rye never looked better; condition of both 120 to 125 per cent. Have had no frost yet. Grain and grass are fine. Nearly all corn and hay in the Mississippi River bottoms damaged and much swept away by flood, causing local demand for feed.



"WESTERN" WAREHOUSE SHELLER.

UNION IRON WORKS

DECATUR, ILL.

Sole Manufacturers

"WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

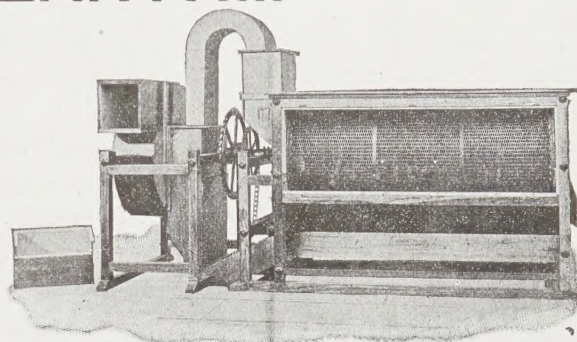
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Elevator Machinery

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PLANS MADE ON APPLICATION
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Reliable Insurance...

on Modern elevators and Contents can be
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CHARTERED, 1865 ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

W. L. Barnum, Secy

PAINT Your Elevator with Rubber Paint Co's ELEVATOR PAINT.

Warranted—Fast Red, Yellow, Brown, Black or Slate; price, 60cts. per
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Kimball Bros., 1007 Ninth St., Council Bluffs, Ia.

FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies
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Insurance follows grain up and down as the
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Business handled anywhere. Write us.

H. H. LANTZ & CO., DES MOINES, Iowa.
25 years' experience. Best of references.



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Insures only desirable risks in Iowa, and has saved its
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Board rates. For particulars, address

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MICHIGAN MILLERS MUTUAL FIRE INS. CO. OF LANSING, MICH.

20 Successful Business. Net Cash Surplus, \$220,000.00.
YEARS

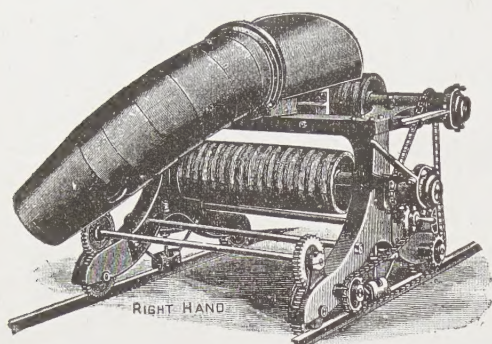
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AND

POINTS WEST OF CHICAGO

WILL GO TO THE

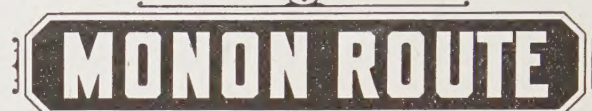
ANNUAL MEETING

OF THE

Grain Dealers National Association,

AT INDIANAPOLIS, IND., NOVEMBER 20-21.

VIA THE



CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY.

FOUR TRAINS DAILY

Leaving Chicago 8:30 a. m., 11:45 a. m., 8:30 p. m., 2:45 a. m. *

(*The *Midnight Mail*, has a special Indianapolis sleeper, ready
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Many Chicago Dealers will go on the *Midnight Mail*.
Be sociable. Join the party. Make berth reservations early.

City Ticket Office: 232 Clark St., Chicago.

DEPOT, DEARBORN STATION.

Regular Grain Dealers

WILL BE WELCOME AT

ANNUAL MEETINGOF THE **Grain Dealer's National Association**

INDIANAPOLIS, IND., November 20 and 21.

Railroads

Have made rate of one and one-third fare for round trip. Be sure to
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by the Secretary at meeting. Rate good Nov. 16 to 24.

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JEFFREY ELEVATING CONVEYING MACHINERY



ELEVATOR BUCKETS
FOR HANDLING GRAIN, CEREALS, ETC.

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Our Specialties include Chains, all styles; Sprocket Wheels, Elevator Buckets, Boots, Bolts, Spiral Conveyors, Cable Conveyors, Rubber Belt Conveyors, Shafting, Hangers, Pulleys, Collars, Gearing, Cotton and Leather Belting, Package Elevators, Barrel and Keg Elevators, Etc., Etc.

FOR CATALOG ADDRESS

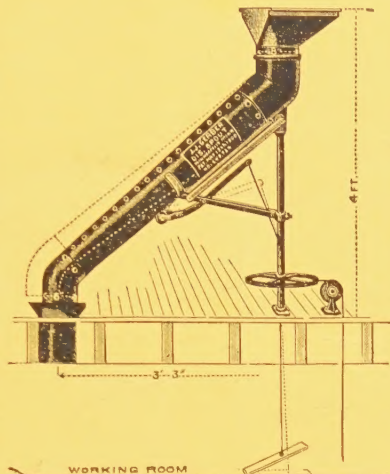
The Jeffrey Manufacturing Company
COLUMBUS, OHIO.

LOADING SPOUTS

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog



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(Patented May 15th, 1900. No. 649,724)

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J. J. GERBER SHEET METAL WORKS

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Mill and Elevator Work a Specialty.

Made of heavy sheet steel with Hopper and Elbows of cast iron. The elbow at discharge end sets into floor or funnels leading to bins making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say its the best spout in the market. Try one and be convinced.

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For Country Buyers is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8 1/2 x 14 inches and at the top of the columns are printed Date, Name, Article, Gross and Tare, Number of Pounds, Number of Bushels, Price, Amount, Bin Number, and Remarks. Each page has spaces for 26 wagon loads and each book contains 100 pages, making each book contain spaces for records of 2,600 loads. The book is well printed on linen ledger paper, ruled in four colors and substantially bound in leather covers.

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is invaluable to the country grain man in keeping record of his sales and shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/2 x 16 1/2 inches, used double. The left hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each book has room for records of about 1400 car loads. It is bound with substantial leather covers and printed on linen ledger paper.

Price, \$1.50. For sale by

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We have disposed of our elevator at Flagg Center, and wish to have you discontinue our advertisement. Many thanks to the JOURNAL for having accomplished prompt sale.

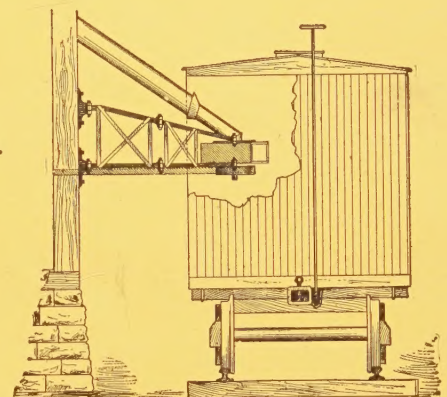
Ideal Automatic Car Loader

Manufactured at SULLIVAN, ILLS.

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Exclusive Agents for United States
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Dealer in
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GENTLEMEN: Enclosed find check for \$80.00 for our Loader. It does the work in fine shape, we can fill cars quicker than two men could before.

Yours truly,

J. B. GOOD.

Save \$1,000 by the expenditure of \$100 in the construction of new elevators by using the Ideal Loader. The above testimonial is a sample of what we are receiving from all our customers.

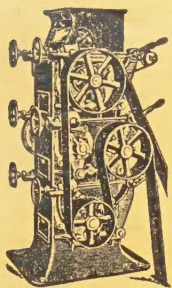
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Gear or Belt Drive
for Slow Roll.

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and to have the
BEST one.

Ours has no equal in Strength, Durability, Efficiency, Convenience, Capacity, and Quality of Work.

Several sizes. Prices very reasonable.

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You will be safe from DUST EXPLOSIONS, which never can occur in a clean plant. |
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